SEPTEMBER 14, 1951

1/-

The Autocar

FOUNDED 1895

LARGEST CIRCULATION

★ FORD

★ LEADS

★ IN

★ ENGINE

★ DESIGN

The revolutionary new engine of the 'Zephyr-Six' (6 Cyl.) provides further evidence of Ford leadership in engine design. Note these points:— ★ The 'Cross-Square' 6 Cyl. V engine is the ONLY production model of its kind in the United Kingdom ★ Its extra-large stroke ensures longer engine life ★ The extra-large bores make for sustained power ★ Inclined overhead valves provide high efficiency ★ Volume controlled combustion head assists economy and smooth running.

Ford MOTORING IS 'FIVE-STAR' MOTORING ★★★★★
—THE BEST AT LOWEST COST

FORD MOTOR COMPANY LIMITED DAGENHAM

THEY BONDED BRAKE LININGS TO STEEL SHOES IN AN INDISSOLUBLE PARTNERSHIP AND MADE BRAKES FULLY EFFICIENT FOR TWICE AS LONG...

its the unremitting effort of

Research and Development

that keeps

GIRLING

THE BEST BRAKES IN THE WORLD

WAY OUT AHEAD

GIRLING LTD · KINGS ROAD · TYSELEY · BIRMINGHAM 11

Ford ★★★★★ LEADERSHIP SUPPLIERS

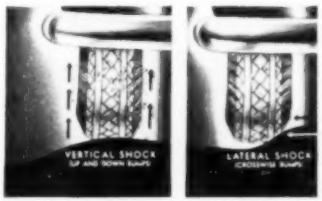
FORD choose *Super Cushion* tyres by GOODYEAR for the 'Zephyr-Six'

A new type of tyre for a new kind of car

GOODYEAR research and unmatched manufacturing skill have perfected the Super-Cushion—a tyre designed and built to match the faster acceleration, higher speeds and quick braking power of the modern car.

Tests prove that this new tyre consistently averages longer life than conventional tyres. And with Super-Cushions a car 'floats' over the road, hugs the curves, ensuring a smoother, steadier ride and new driving ease. The improved All-weather tread gives greater traction, easier stopping, cooler running—and more mileage.

Shock absorbing action



CAR DESIGNERS have done wonders to cushion cars against up-and-down shocks. But lateral—cross-wise—shocks have never been satisfactorily absorbed until now.

The new Super-Cushion tyre soaks up both vertical *and* lateral road shocks, giving a softer, smoother ride, with easier handling and better road-holding qualities.

The Super-Cushion runs cooler with less tyre trouble and provides longer life, slower tread wear and reduced driving fatigue.

You can trust

GOODYEAR

FOR LONG LIFE AND LASTING WEAR

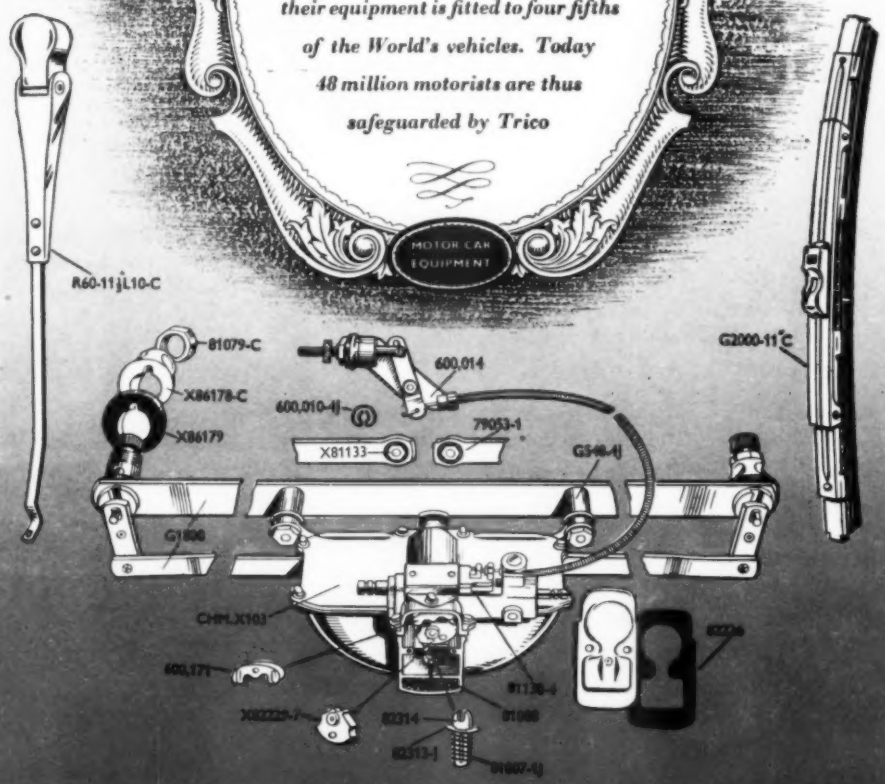
A.

Ford ★★★★★ LEADERSHIP

TRICO

For 21 years Trico Windscreen Wipers have been fitted to Ford Cars, Vans and Trucks as Standard Equipment. Trico are the pioneers of vacuum operated windscreen wiping and their equipment is fitted to four fifths of the World's vehicles. Today 48 million motorists are thus safeguarded by Trico

MOTOR CAR EQUIPMENT



WIPER EQUIPMENT FOR THE ZEPHYR SIX

TRICO - FOLBERTH LTD · GREAT WEST ROAD · BRENTFORD · MIDDX · ENGLAND

Zephyr Six SUPPLIERS

THE ONLY PLUG

fitted by

FORD

As usual, the new "Zephyr Six" is fitted with dependable Champion exclusively.

★ *Little is to be gained by experimenting with different makes of plugs. The plugs fitted by the manufacturer are best adapted to the requirements of the engine.*

FOLLOW THE EXPERTS . . .

Always replace with Dependable Champion

DEPENDABLE

CHAMPION

CHAMPION SPARKING PLUG COMPANY LIMITED, FELTHAM, MIDDLESEX

Ford ★★★★★ LEADERSHIP

IT'S A CAR IN A MILLION

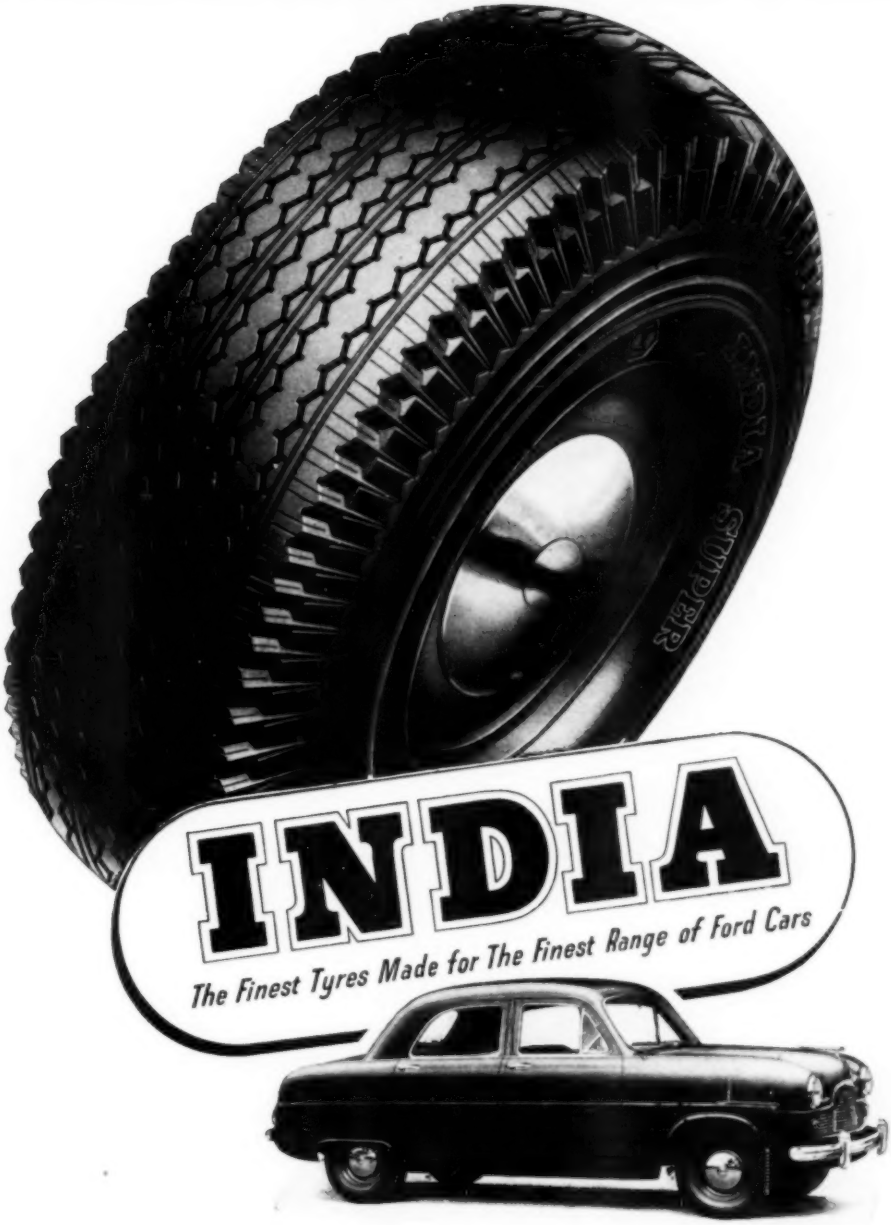
—perhaps a car in two million, if the new Zephyr-Six gets the markets it deserves. Fast as the wind, smooth as the quietest Zephyr, this new Ford has all the makings of a first-class car.

It's makings, incidentally, include several from G.K.N.—engine push rods, N.P.K. socket-screws, bright nuts, bolts, self-tapping screws, cotter pins and metal thread screws.

GUEST, KEEN & NETTLEFOLDS, LIMITED
London Office: 66 Cannon Street, E.C.4. Telephone: City 5070

GKN

Zephyr Six SUPPLIERS

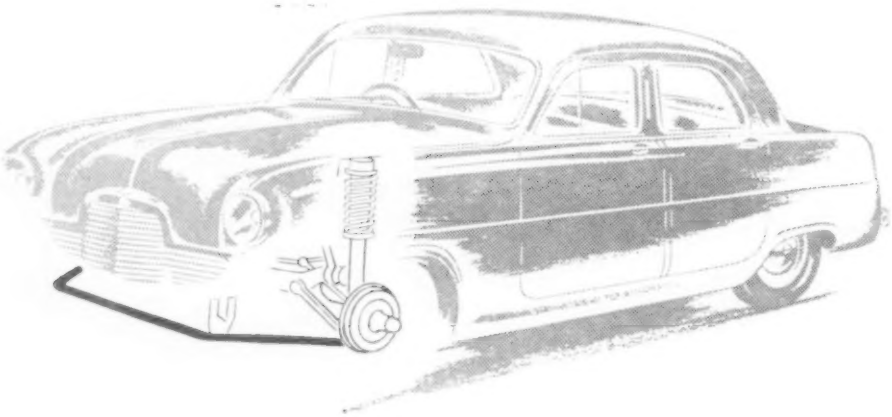


INDIA TYRE & RUBBER COMPANY LIMITED · INCHINNAN · RENFREWSHIRE

Ford ★★★★★ LEADERSHIP

Revolutionary

FRONT SUSPENSION
ON THE NEW ZEPHYR-SIX
MAKES FOR PERFECT COMFORT
ON THE ROUGHEST ROADS



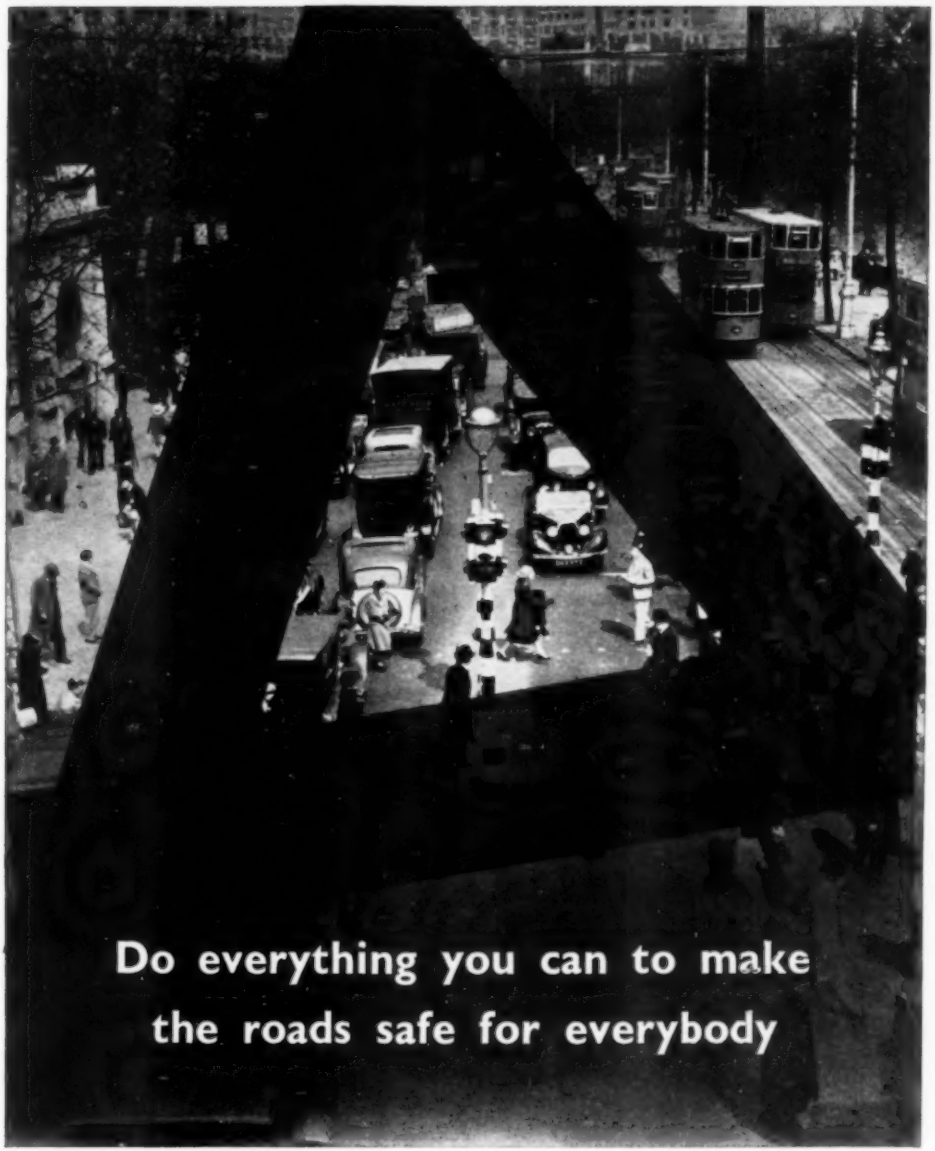
THE STABILIZER BAR SHEWN
ON THIS ADVERTISEMENT

IS MANUFACTURED BY

BAYLISS, JONES & BAYLISS LIMITED

Head Office: VICTORIA WORKS, WOLVERHAMPTON. Telephone: WOLVERHAMPTON 20441
London Office: 139 CANNON STREET, E.C.4. Telephone: MANSION HOUSE 8524

Zephyr Six SUPPLIERS



Sankey OF WELLINGTON

Joseph Sankey and Sons Limited
Wellington, Shropshire

SUPPLIERS OF CHASSIS FRAMES AND WHEELS TO FORD MOTOR COMPANY LTD.

Ford ★★★★★ LEADERSHIP

"I see Firestone are on the new 'Zephyr-Six'"

"That's worth knowing—"

because

Firestone are such consistently good tyres!

CAR TYRES · TRUCK TYRES · TRACTOR TYRES · CYCLE & MOTOR CYCLE TYRES

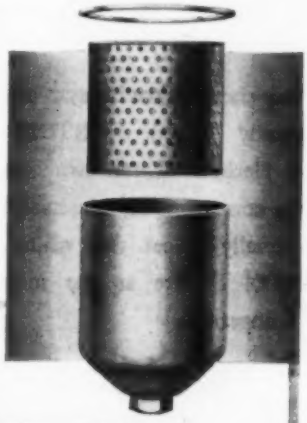
Zephyr Six SUPPLIERS

PUROLATOR

Regd. Trade Mark

FOR THE ZEPHYR SIX

To give positive engine protection and enhance its fine performance, Ford equip their new ZEPHYR SIX with the remarkable PUROLATOR — the Micronic Oil Filter that stops all dangerous abrasive and maintains a constant supply of clean oil all the time.



When replacing the filter element on the Zephyr Six ask for type MF35.

PUROLATOR

Regd. Trade Mark

Micronic OIL FILTER

The ZEPHYR SIX is also equipped with the THOMPSON FRONT SUSPENSION JOINT

AUTOMOTIVE PRODUCTS COMPANY LTD., LEAMINGTON SPA

C.J.L.

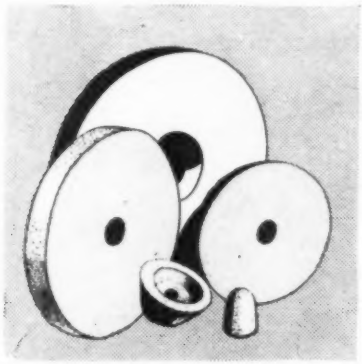
Ford ★★★★★ LEADERSHIP

NORTON SERVICE HELPS TO SPEED UP NATIONAL OUTPUT

ALL CAR OWNERS KNOW THE VALUE OF "ON-THE-SPOT" SERVICE BACKED BY GOOD SUPPLIES OF SPARE PARTS.

Situated in key positions throughout the country are large stocks of NORTON grinding wheels and other abrasive products.

The map showing the location of these strategically placed NORTON and Alfred Herbert Warehouses coupled with the corresponding telephone numbers literally places this nation-wide NORTON Service at the manufacturers' fingertips.



A phone call means IMMEDIATE SERVICE

NORTON WAREHOUSES ●

WELWYN GARDEN CITY (Head Office)	PHONE WELWYN GARDEN 73
BIRMINGHAM	PHONE EAST 0246
LEEDS	PHONE 26116
MANCHESTER	PHONE CENTRAL 2738
NEWCASTLE	PHONE 23079
SHEFFIELD	PHONE ROTHERHAM 2370

ALFRED HERBERT WAREHOUSES ○

COVENTRY	PHONE 89221
BIRMINGHAM	PHONE CENTRAL 8311
BRISTOL	PHONE 38725
GLASGOW	PHONE HALFWAY 4627
LEEDS	PHONE 26116
LONDON	PHONE VICTORIA 8334
MANCHESTER	PHONE CENTRAL 7108
NEWCASTLE	PHONE 25619
SHEFFIELD	PHONE 20136

Further details can be obtained from:

Norton Grinding Wheel Company Limited

Associate Companies in seven countries

Welwyn Garden City ..... Hertfordshire

or

Alfred Herbert Limited—Coventry

Zephyr Six SUPPLIERS

IN THE WONDERFUL ZEPHYR SIX

SMITHS ARE INSTRUMENTAL

THESE instruments in the Zephyr Six are made by Smiths. That's as it should be, for in 9 out of 10 of Britain's fine cars, Smiths instruments are playing an essential — and stylish — part.

Smiths are more than instrumental . . . they provide (as an optional extra) the entirely new Smiths Car Heater and Ventilator. Full on, it gives out more heat than a three bar electric fire; or, in hot weather, the equivalent of two additional, fully-opened windows. When you order your Zephyr Six insist that it's fitted with the new Smiths Car Heater and Ventilator.

SPEEDOMETER • FUEL METER

OIL WARNING LIGHT • IGNITION WARNING LIGHT

THERMOSTAT • SPEEDOMETER FLEX

are all made by

SMITHS

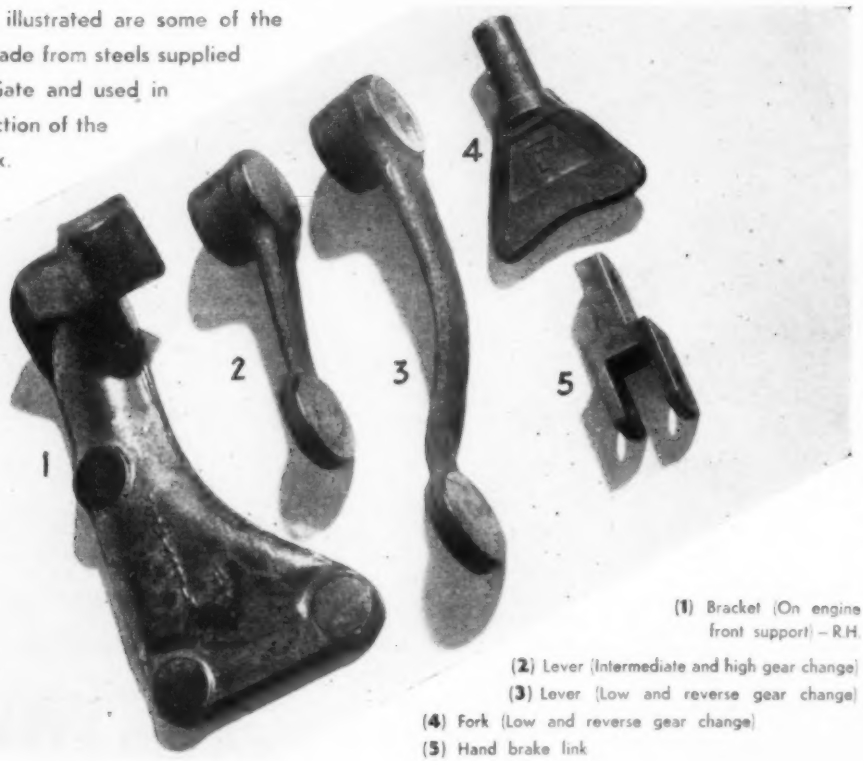
Motor Accessories Ltd.

SMITHS MOTOR ACCESSORIES LIMITED, CRICKLEWOOD WORKS, LONDON, N.W.2
THE MOTOR ACCESSORY DIVISION OF S. SMITH & SONS (ENGLAND) LIMITED

Ford ★★★★★ LEADERSHIP

PARK GATE STEEL
for THE
Zephyr Six

The parts illustrated are some of the forgings made from steels supplied by Park Gate and used in the production of the Zephyr Six.



(1) Bracket (On engine front support) – R.H.
(2) Lever (Intermediate and high gear change)
(3) Lever (Low and reverse gear change)
(4) Fork (Low and reverse gear change)
(5) Hand brake link

PARK GATE IRON & STEEL Co Ltd
PARK GATE WORKS · P.O. BOX 23 · ROTHERHAM

Zephyr Six SUPPLIERS

FORD ★★★★★ LEADERSHIP

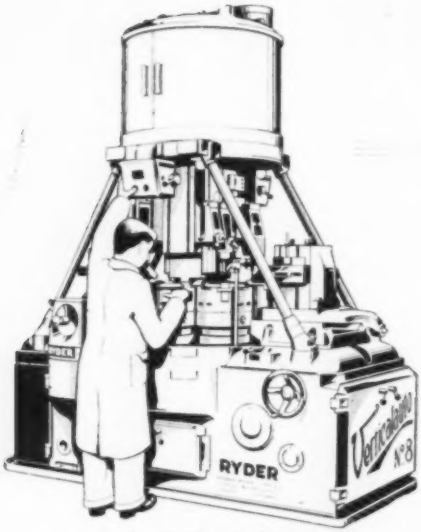
IN DESIGN

SHELL ..... LEADERSHIP

IN LUBRICATION

The Zephyr Six is fitted with a "hypoid" rear axle for which Ford Motor Company Ltd. officially approves Shell Spirax 90 E.P. For the gear box, Shell Spirax 80 E.P. is approved and for the engine (both in summer and winter in the U.K.) Single Shell.

Ford ★★★★★ LEADERSHIP

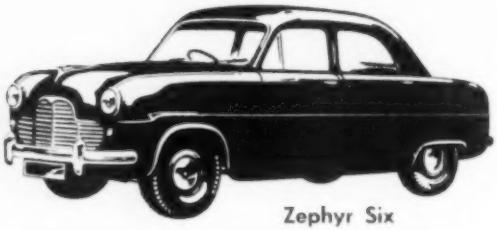


No. 8 Verticalauto

this is the lathe

12" Brake Drums

that machines the drums of the brakes of the car



Zephyr Six

that Ford builds

THOMAS RYDER & SON LTD
TURNER BRIDGE WORKS · BOLTON, ENGLAND
SOLE AGENTS WICKMANS LTD COVENTRY

Zephyr Six SUPPLIERS

TECALEMIT SAYS—

"WELL DONE FORD...

THE ZEPHYR SIX IS A GREAT 5 STAR CAR!"

We are very happy to have co-operated with Ford in the lubrication equipment of the Zephyr Six—a brilliantly designed, five-star car that brings a new standard of comfort and smooth running to British motoring. The Zephyr Six adds to the range of fine British cars to which Tecalemit lubrication is fitted as standard equipment.

TECALEMIT
The Authority on Lubrication
BRENTFORD & PLYMOUTH

Ford ★★★★★ LEADERSHIP

JESSOP

special steels & cemented carbide contribute to the perfection of the

Zephyr Six

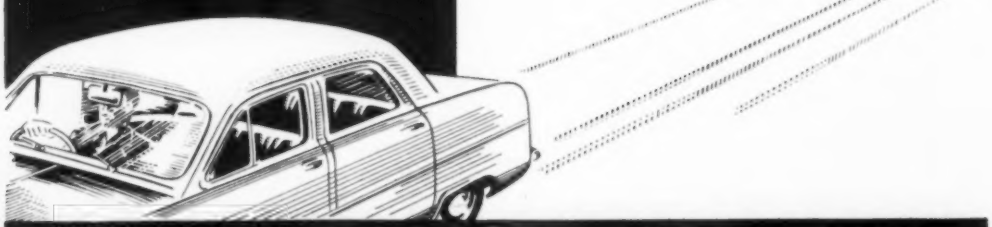
★ VALVE STEELS
Jessop G2 to D.T.D 49 B

★ NON-SHRINK DIE STEELS
Special H4 Alloy C

★ HIGH SPEED STEELS
Famous 'ARK' Brands

★ CARBON TOOL STEELS
Of First Quality

★ CUTANIT CEMENTED CARBIDE
Tools of all Types

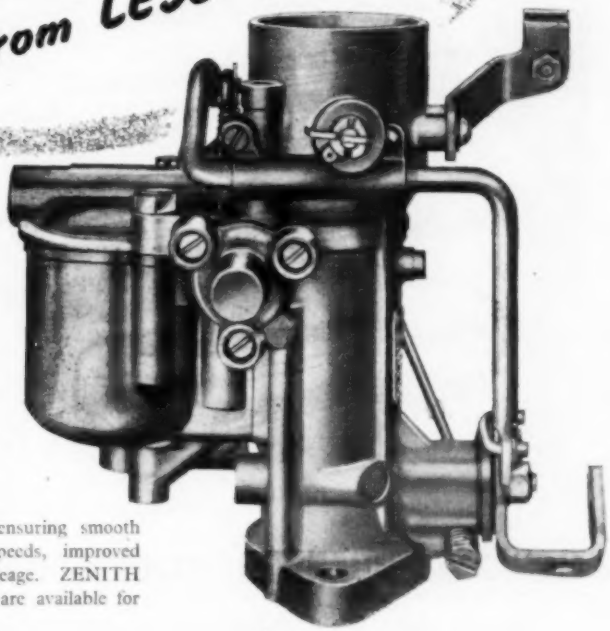


WILLIAM JESSOP & SONS LTD
STEELMAKERS SHEFFIELD

Zephyr Six SUPPLIERS

Zephyr Six

ZENITH EQUIPPED to give MORE Power from LESS Petrol



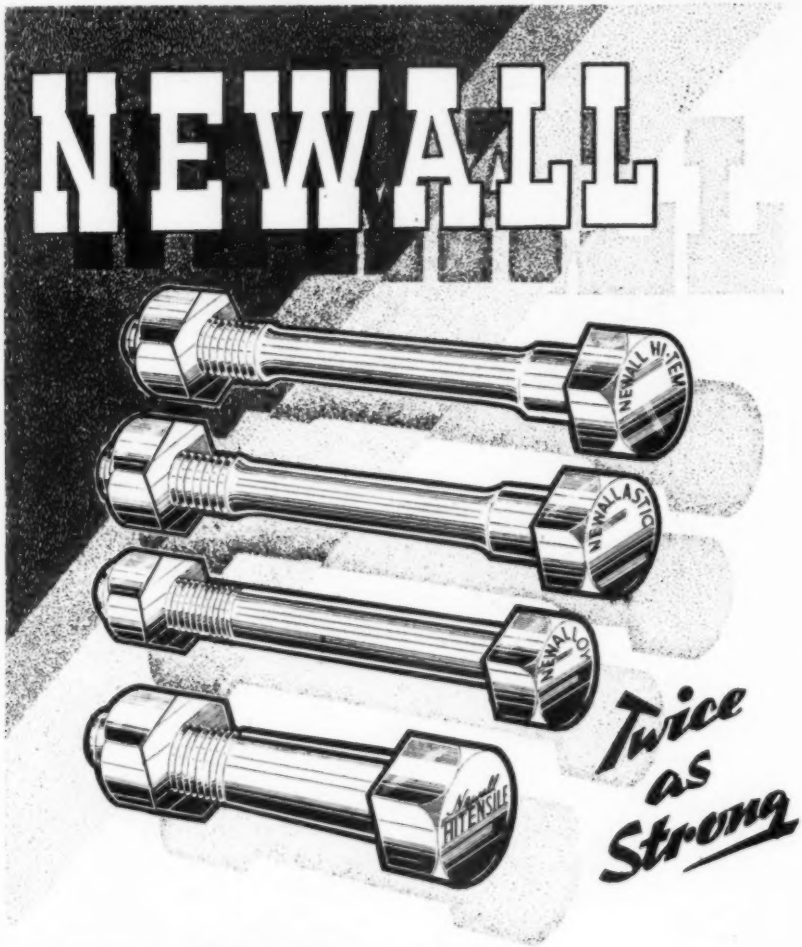
It is significant that for this outstanding new car the designers chose a ZENITH Carburetter. This is the latest VIG Type fitted with acceleration pump and diaphragm economy device, ensuring smooth responsive running at all speeds, improved pick-up and utmost petrol mileage. ZENITH Carburetter service facilities are available for all. May we send you details?

ZENITH CARBURETTERS

Miles ahead in service

ZENITH CARBURETTER CO. LTD., HONEYPOT LANE, STANMORE, MIDDX.

Ford ★★★★★ LEADERSHIP



NEWALL **BRANDED** BOLTS

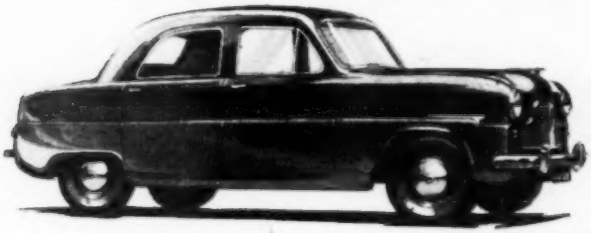
Newall Hitensile • Newalloy • Newallastic • Newall Hi-tem

Newall Branded Bolts are recognised by engineers as having *unique qualities.* Newall nuts and bolts add to the strength of the Zephyr-Six. We shall be happy to supply any engineer designer who is interested with details of the various bolts and studs, which cover the full range of modern requirements.

A.P. NEWALL & CO., LTD. POSSILPARK GLASGOW N

Zephyr Six SUPPLIERS

Five Star Motoring



In the drive for the betterment of motoring GIRLING design, research and development department keeps pace with FORD progress adding to the ZEPHYR SIX another GIRLING FIRST

the ZEPHYR SIX . . . . .

fits as standard equipment

GIRLING BRAKES

and the new

HYDRAULIC CLUTCH CONTROL

designed and developed by

GIRLING

It's this unremitting effort of

Research and Development

that keeps

GIRLING

THE BEST BRAKES IN THE WORLD

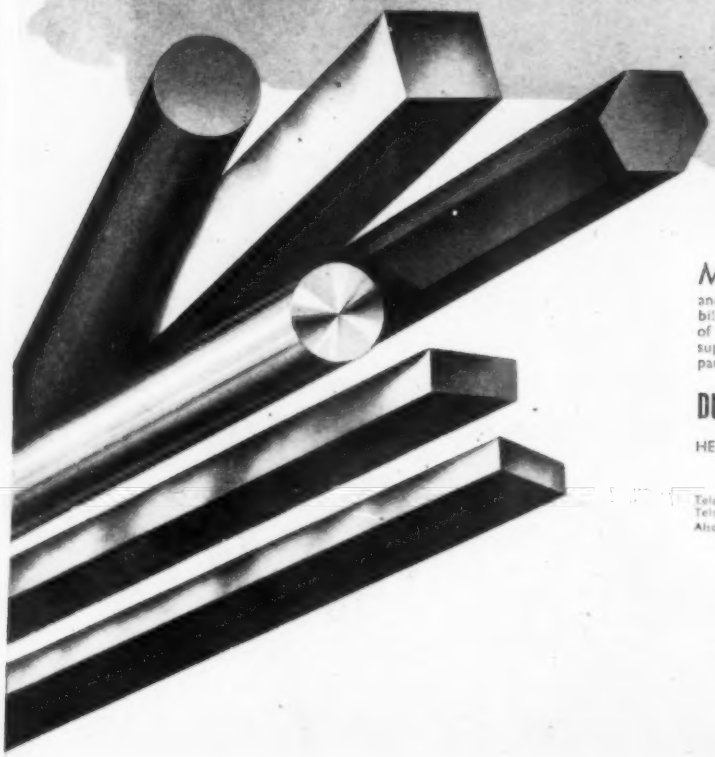
GIRLING LTD.
KINGS ROAD · TYSELEY · BIRMINGHAM · 11 ·

WAY OUT AHEAD

Ford ★★★★★ LEADERSHIP

Dunelt

ALLOY
and
SPECIAL CARBON STEELS



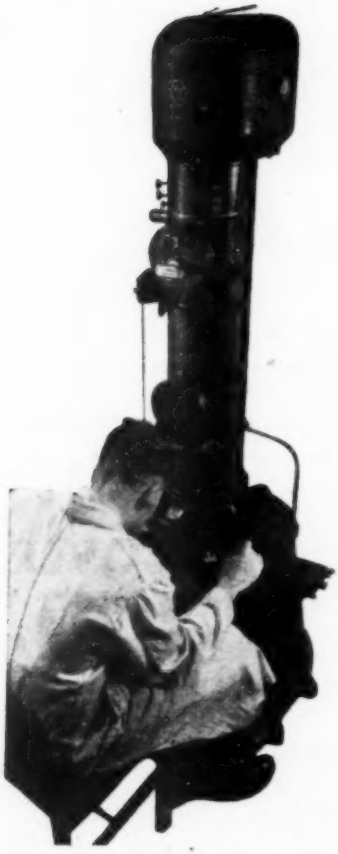
MANUFACTURERS OF specially selected alloy and carbon steels for automobile and other purposes. Makers of the Rotary Louvre Dryer as supplied to Ford Motor Company Ltd. and other leading manufacturers.

DUNFORD & ELLIOTT
(SHEFFIELD) LTD
HEAD OFFICE: ATTERCLIFFE
WHARF WORKS,
SHEFFIELD, 9

Telephone Nos.: 41121 (5 lines)
Telegrams: Blooms, Sheffield
Also at London and Birmingham

Zephyr Six SUPPLIERS

Why the ZEPHYR-SIX is finished in DULUX



Every stage in the production of 'Dulux' is subject to I.C.I.'s close scientific control as exemplified by the inspection of pigments and paint-finished surfaces with the electron microscope, which magnifies up to 50,000 times.

IN an industry so highly organised as that of car production, costs are under constant scrutiny. But costs are a question of true value rather than of mere price.

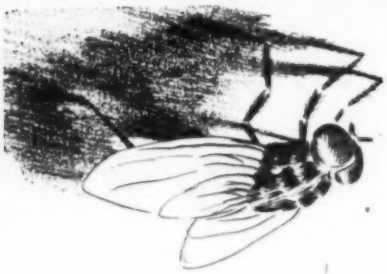
The labour and process-time costs involved in painting a motor-car under modern mass-production conditions represent a far heavier charge than the cost of the paint itself. An examination of the economics of painting shows it is true economy to use a high quality paint of proved durability, designed for high speed production techniques. For this reason the manufacturers of the 'Zephyr-Six' paint it in 'Dulux.'

Copies of "The Economics of Industrial Paint Finishing" (dealing with the painting of industrial products) and of "The Economics of Maintenance Painting" (dealing with buildings) may be obtained from any I.C.I. Sales Office, or from Imperial Chemical Industries Ltd., Paints Division, Slough, Bucks.

IMPERIAL CHEMICAL INDUSTRIES LIMITED
PAINTS DIVISION : SLOUGH · BUCKS

ICI

Ford ★★★★★ LEADERSHIP



In matters of ATTACHMENT

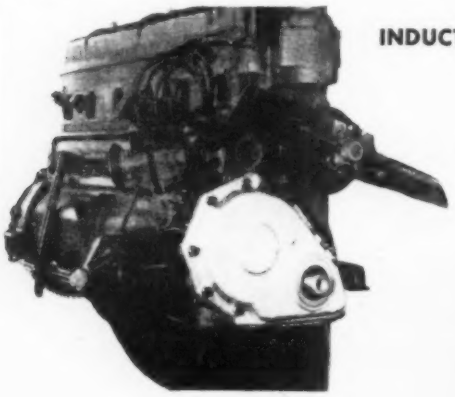
. . . the fly has its own ideas

and so, too, for that matter have the Ford Motor Company Limited, for they know that when nuts and bolts are called for they can rely on Marsden —the firm with the engineer's confidence.

ALTRINCHAM ST.
MANCHESTER 1

Samuel Marsden & SON LTD

dm SM 6



INDUCTION **MANIFOLD** AND
FRONT COVER
IN ALUMINIUM ALLOY
for the *NEW*
Zephyr Six

AEROPLANE & MOTOR ALUMINIUM CASTINGS LTD

WOOD LANE · ERDINGTON · BIRMINGHAM

PHONE: ERDINGTON 2207/8/9 GRAMS: HERTIER BIRMINGHAM

Zephyr Six SUPPLIERS

"FOR MY FORD
GIVE ME CASTROL
EVERY TIME"

WAKEFIELD Castrol MOTOR OIL

is approved by FORD

THE MASTERPIECE IN OILS

Ford ★★★★★ LEADERSHIP

Enots and the ZEPHYR-SIX

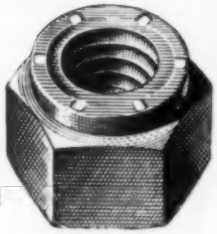
Enots are glad to be associated with FORD activities in the production of this new model

BENTON & STONE LTD.
Aston Brook Street, Birmingham, 6
'PHONE: ASTON CROSS 1905

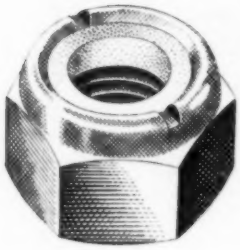
ARTHUR HUDSON & SON LTD.
OAKEYWELL STREET, DUDLEY, Worcs
TELEPHONE: DUDLEY 2571 TELEGRAMS: HUDSONIAN DUDLEY

Zephyr Six SUPPLIERS

Look it over



Take a look at the Zephyr Six when you get a chance. You'll find as good a car in its class as ever rolled into a showroom—as full of good engineering as a chestnut is full of meat. And talking of nuts (which we've been straining to do) Simmonds Self-Locking Nuts and Fasteners are doing a nice job on the Zephyr Six. All three are here—Pinnacle, Nyloc and Spire. The PINNACLE NUT, with its non-corrodible metal diaphragm, is built to withstand vibration and extremes of heat and damp.



The NYLOC NUT has an insert made of a special nylon, giving it immense tenacity. Vibration or extreme temperatures affect it not at all, and the nylon insert has such remarkable powers of recovery that it can be screwed and unscrewed many times.

SPIRE SPEED NUTS are for all the lighter duties. There's nothing like them for speed, adaptability and simplified assembly. Each fastener halves labour costs compared with old methods, and there is a saving of 50/75% in weight of material used, which is important these days.

If you have an assembly problem, get in touch with us.

● SIMMONDS SELF-LOCKING NUTS

SIMMONDS AEROCESSORIES LIMITED · TREFOREST · GLAMORGAN

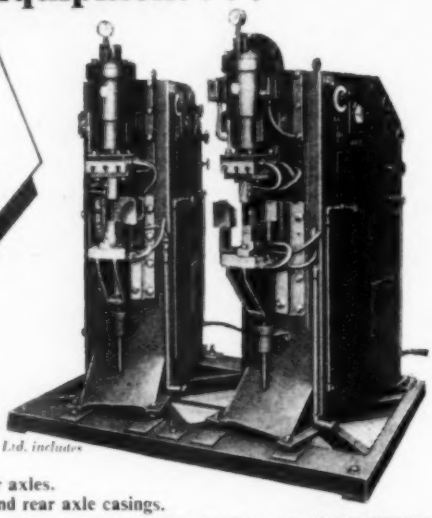
also LONDON, BIRMINGHAM, STOCKHOLM, MELBOURNE & SYDNEY

CDC 4H

Ford ★★★★★ LEADERSHIP

Metrovick Welding Equipment . . .

. . . for the Manufacture of The Zephyr Six



The photograph shows two 60 kVA Air-operated projection welders mounted on common baseplates, for simultaneous welding of supports on front axle tube.

Other Metrovick welding equipment installed by Ford Motor Company Ltd. includes

Automatic flash butt welders for rear axle casings.
Projection welders for attaching clips to front and rear axles.
Five automatic arc welding machines for front axles and rear axle casings.

METROPOLITAN-VICKERS ELECTRICAL CO. LTD., TRAFFORD PARK, MANCHESTER 17
Member of the A.E.I. group of companies

METROVICK *for faster, better welding*

★ points of the *Zephyr Six*

CARY SPRINGS & STABILISERS

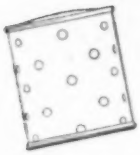
WILLIAM E. CARY LTD., RED BANK, MANCHESTER, 4
Telephone: BLAckfriars 5691 6. Telegrams: "Carybank", Manchester.
Also at: **Salford, Glasgow, London and Coventry.**

Zephyr Six SUPPLIERS

AGAIN

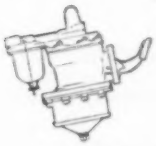
...this famous car is fitted with

AC QUALITY PRODUCTS



OIL FILTER

to give definite engine protection by keeping the oil free from all harmful foreign matter, including gum deposits (a common cause of sticking piston rings and valves).



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a simple automatic means for maintaining correct engine temperature, so ensuring maximum efficiency and fuel economy.

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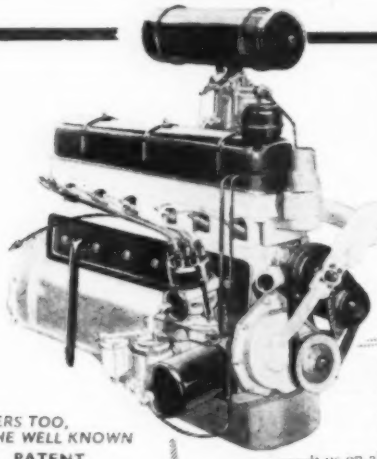

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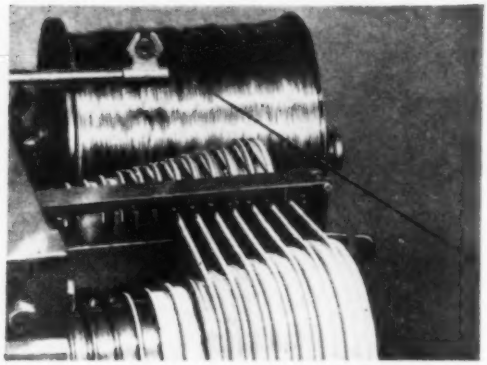
SOLDER — "THE VITAL LINK" in the production of the ZEPHYR–SIX



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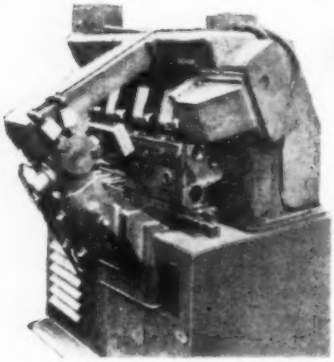

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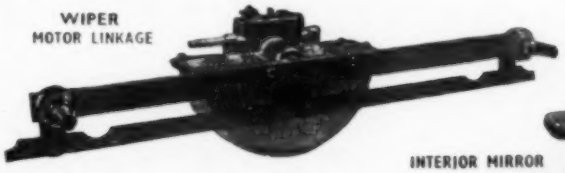

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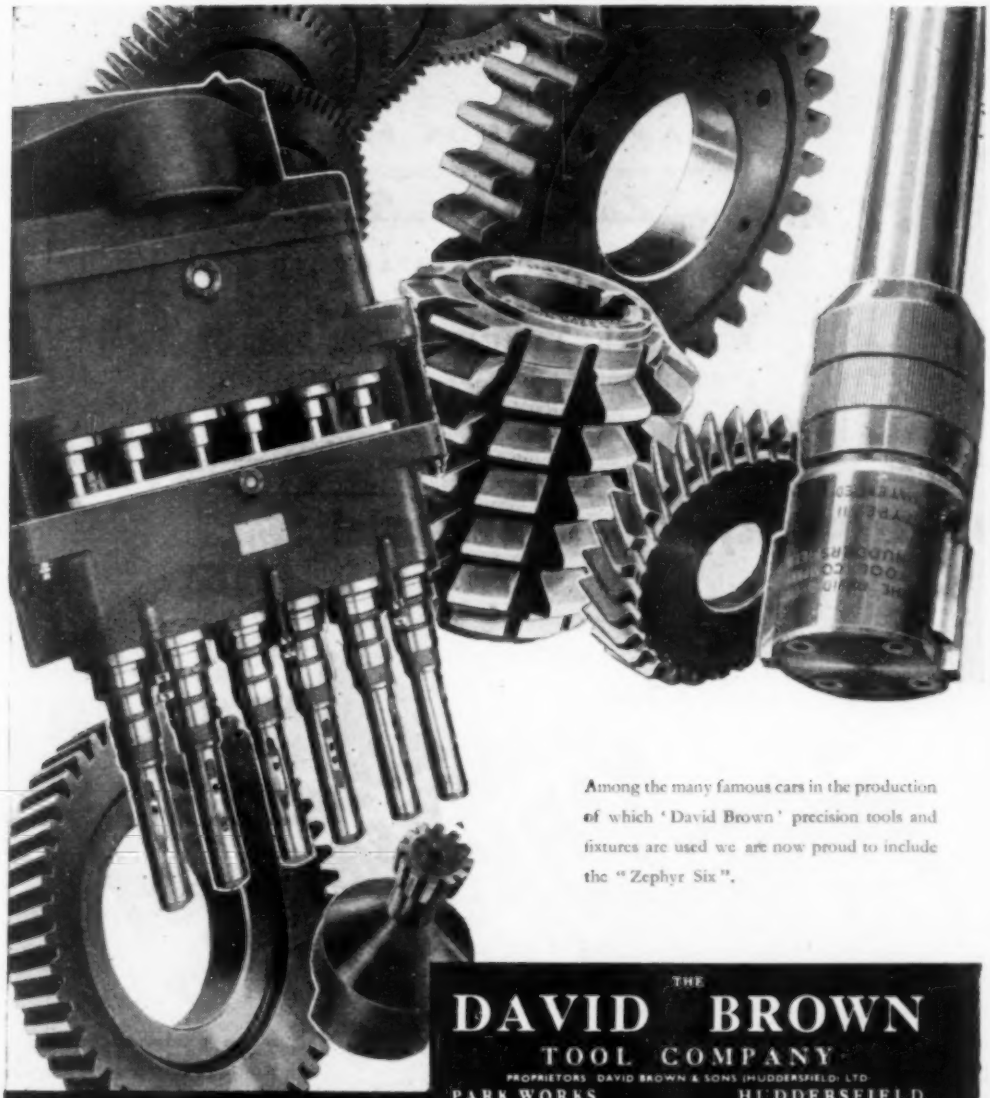

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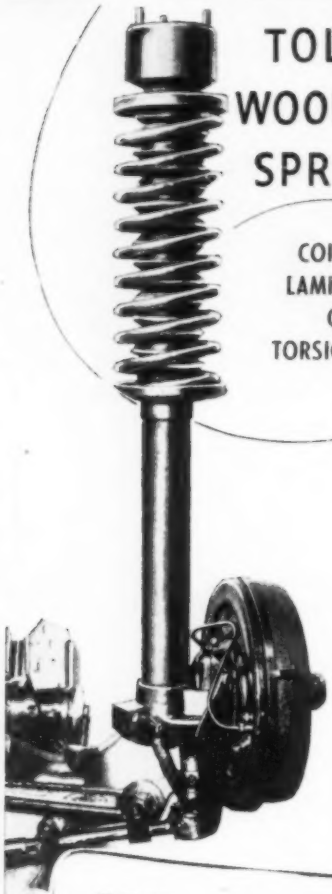

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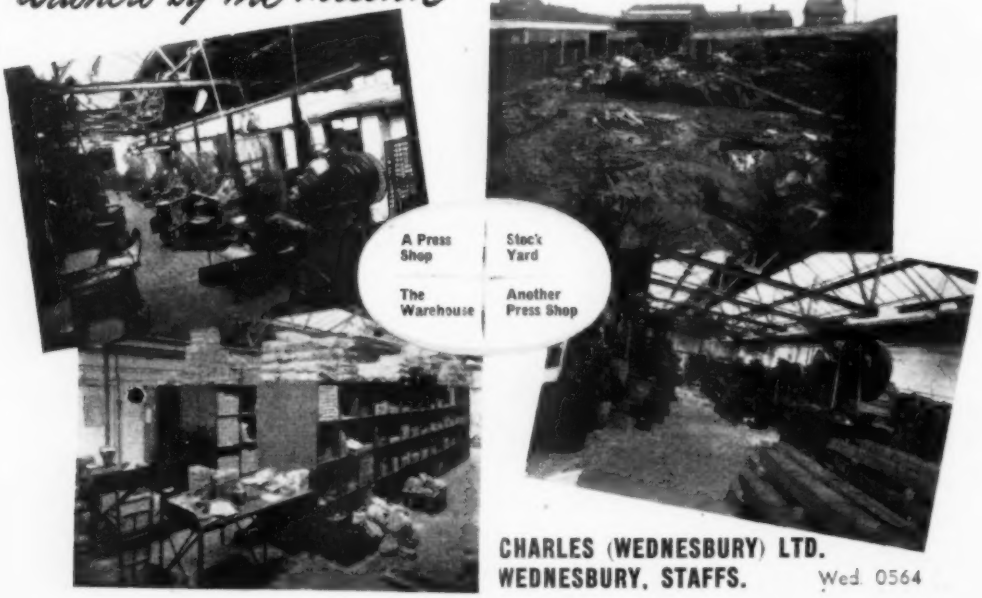

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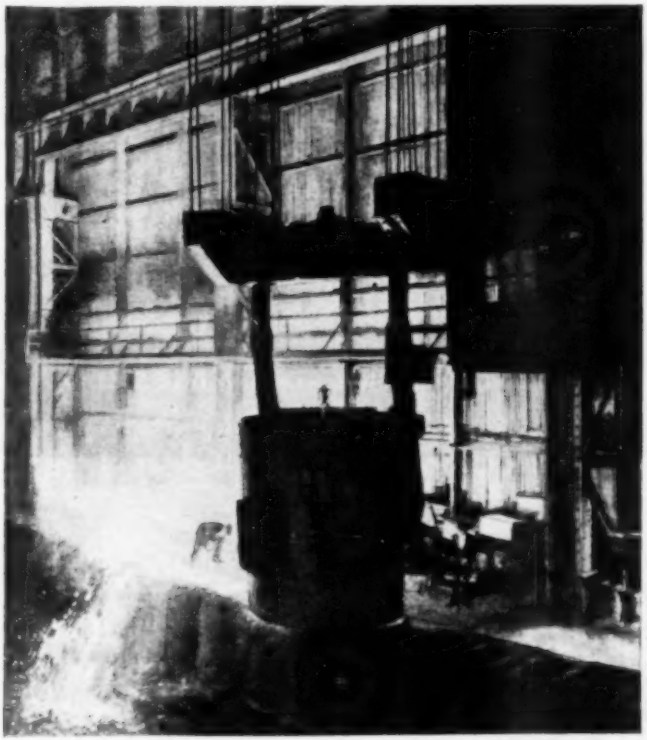

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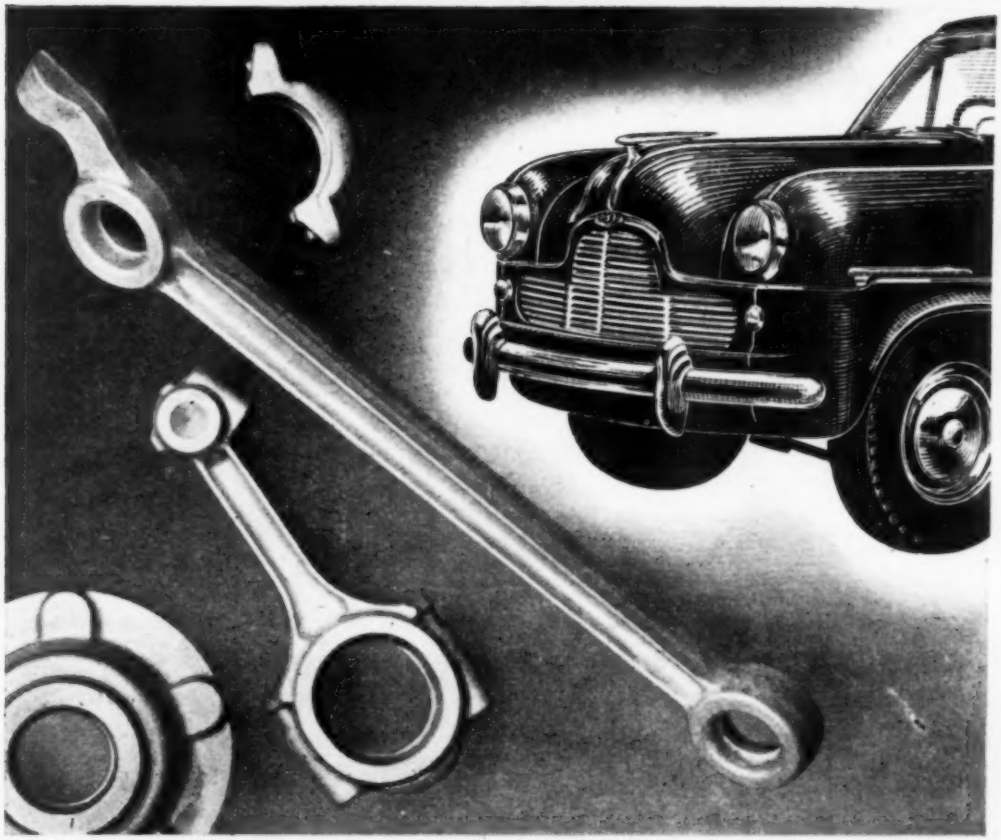

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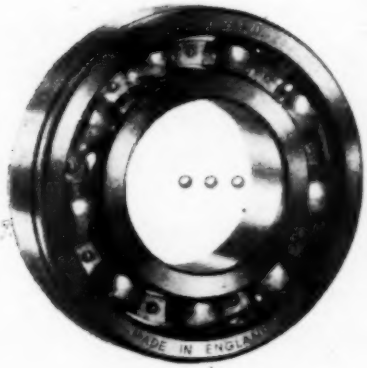

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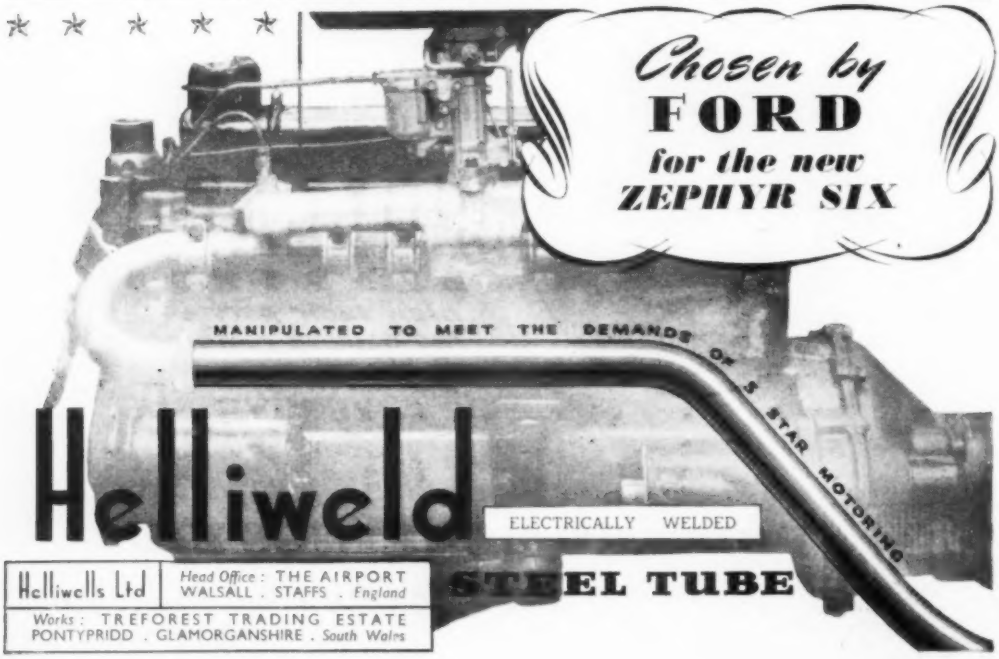

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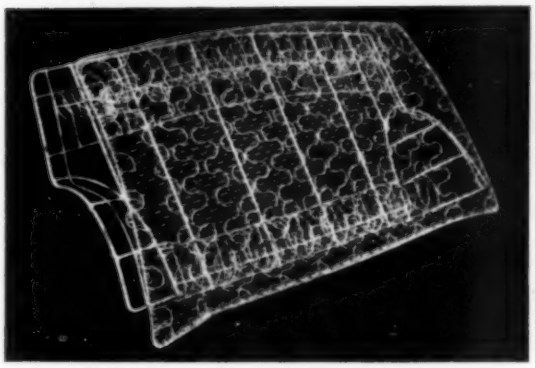

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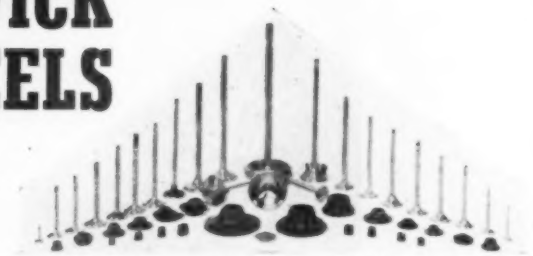

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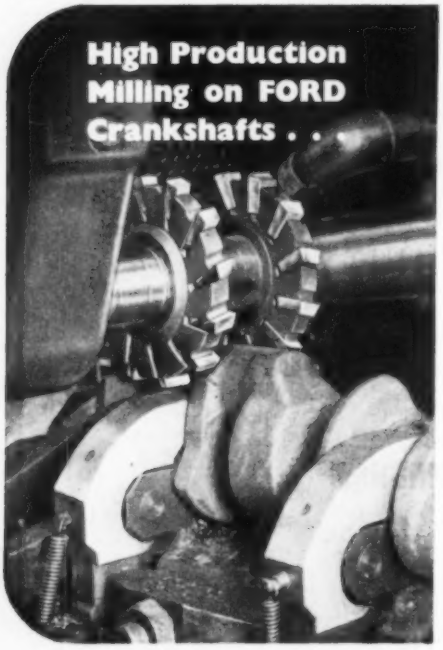

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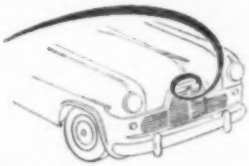

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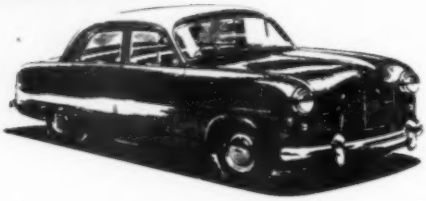

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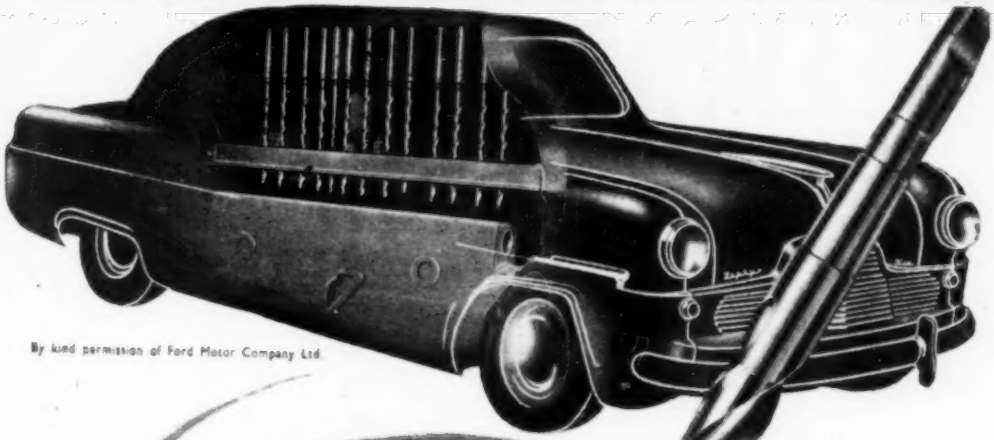

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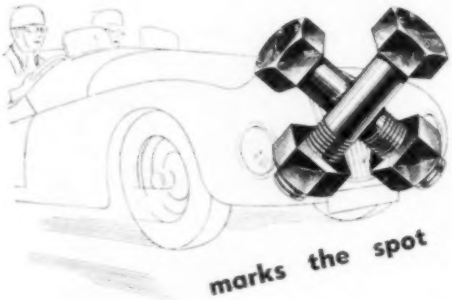

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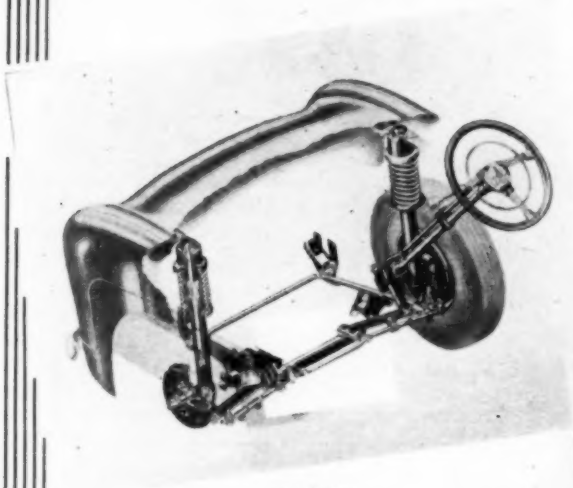
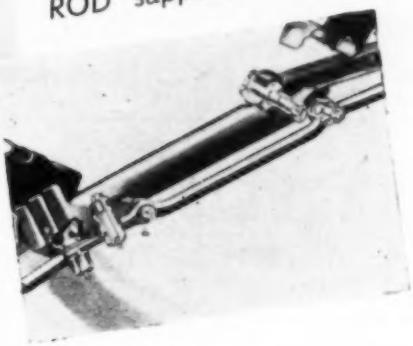
The Zephyr Six



Originality

This illustration shows the ingenious layout of the Zephyr Six front suspension and steering assembly which includes the STEERING ROD supplied by us.



Safety

A closer view of the STEERING ROD. This vital part is a one piece drop forging to ensure good physical properties.

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USED ON THE

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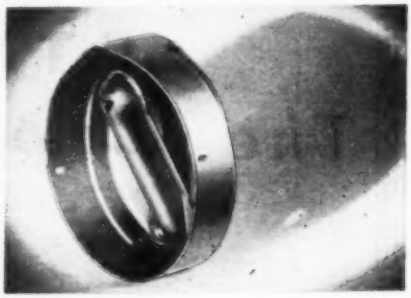

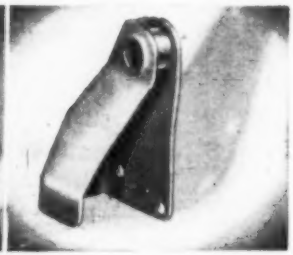

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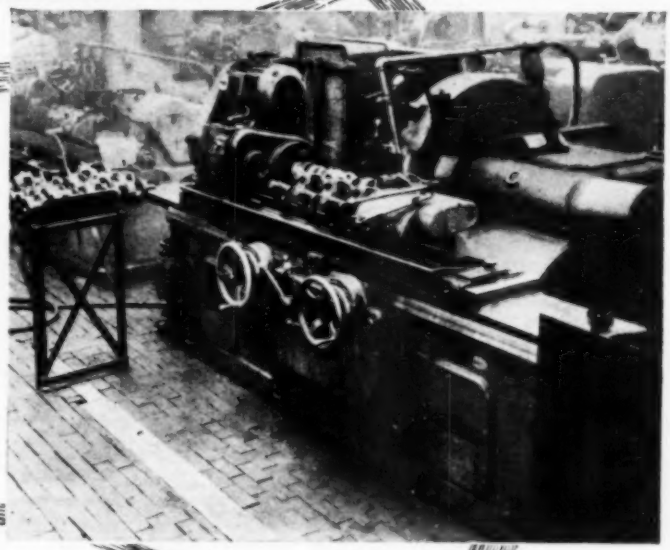
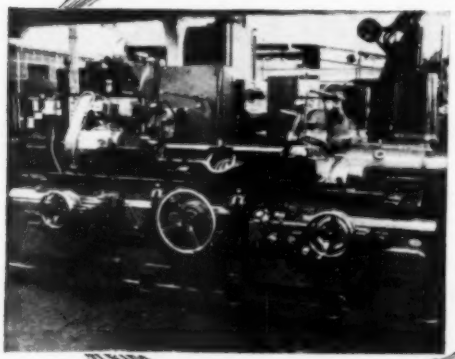


The illustration on the right shows part of a line of Newall L.A. grinding machines installed in the Ford works for grinding the journals of crankshafts used on the Zephyr-Six. These machines used in conjunction with the L.A.C. crankpin grinding machines can provide a complete grinding line for this type of component.



The Twin Wheelhead grinding machine shown on the left is installed for finishing two diameters at each end of the rear axle casing. By a special hydraulic system the relative positions of the wheels are controlled to allow both diameters to be sized within .0002" at each wheel-head plunge, thus cutting handling time to a minimum.

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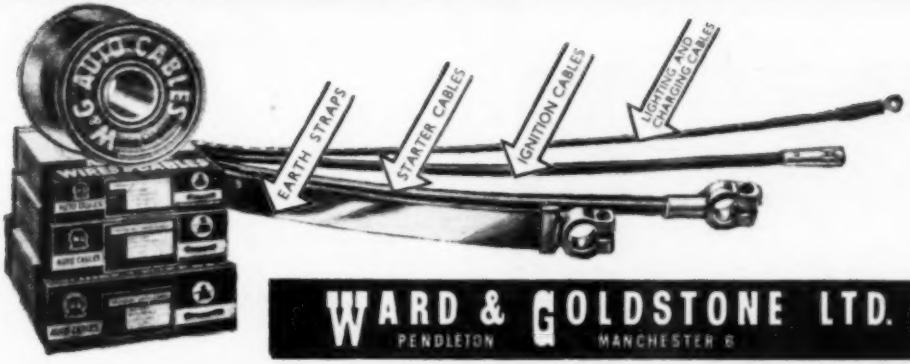

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INDEX TO ADVERTISERS FORD SUPPLEMENT.

SUPPLIERS

PAGE

A.C. Sphinx Spark Plug Co., Ltd. 27
Aerofoam & Motor Aluminium Castings, Ltd. 22
Armstrong's Patents Co., Ltd. 26
Automotive Products Co., Ltd. 9

Bayliss, Jones & Bayliss, Ltd. 6
Bearcrave (Blackheath), Ltd. 86
Benton & Stone, Ltd. 53
Birmingham Tool & Gauge Co., Ltd. 84
Briggs Motor Bodies, Ltd. 41
Brinsley, W. H. & Co., Ltd. 64
Bristols & Round, Ltd. 68
Broadfields Garage & Engineering Co., Ltd. 66
Brown Bros. (Aircraft), Ltd. 60
Brown, David, Tool Co., The 37
Brunhons (Musselburgh), Ltd. 26
Burman & Sons, Ltd. 78
Butlers, Ltd. 52

Carr, William E., Ltd. 26
Champion Sparking Plug Co., Ltd. 5
Charles (Wednesbury), Ltd. 44
Chenwell & Wright, Ltd. 86
Churchill, V. L. & Co., Ltd. 46
Coe, F. K., Ltd. 13
Connolly Bros. (Curriers), Ltd. 80
Cook Manufacturing Co., Ltd. 52
Coventry Gauge & Tool Co., Ltd. 37
Crane's Screw & Cogrip Clutch Co., Ltd. 64
Cromwell's Asbestos Co., Ltd. 16

Dunford & Elliott (Sheffield), Ltd. 21

Enthoven, H. J. & Sons, Ltd. 91
Esso Petroleum Co., Ltd. 81
Evans, Ltd. 70

Firestone Tyre & Rubber Co., Ltd. 3

Firth Brown Tools, Ltd. 11
Fray, Joseph, Ltd. 58

Girling, Ltd. 19
Goodyear Tyre & Rubber Co., Ltd. 1
Gorse Galvanizing Co., Ltd. 52
Guest, Keen & Nettlefolds, Ltd. 4

Hadfields, Ltd. 60
Halesowen Steel Co., Ltd., The 56
Helliwells, Ltd. 58
Hertfordshire Rubber Co., Ltd., The 80
Hudson, Arthur & Son, Ltd. 24

Imperial Chemical Industries, Ltd. 31
India Tyre & Rubber Co., Ltd. 5
International Twist Drill Co., Ltd., The 61

Jackson, Isaac & Sons, Ltd. 50
Jessop, William & Sons, Ltd. 16

Kirkstall Forge Engineering, Ltd. 59
Kiveton Park Steel & Wire Works, Ltd. 64

Lace Web Spring Co., Ltd., The 57
Lloyd, Richard, Ltd. 58

Maunatex, Ltd. 35
Marsden, Samuel & Son, Ltd. 52
Metropolitan-Vickers Electrical Co., Ltd. 36
Mills, James, Ltd. 66
Mills, John & Co. (Llanidloes), Ltd. 69
Molnar Engineering Co., Ltd., The 26
M.S.L., Ltd. 66
M.W. Productions, Ltd. 84

Newall, A. P. & Co., Ltd. 19
Newall Group Sales, Ltd. 85
Norton Grinding Wheel Co., Ltd. 13

Park Gate Iron & Steel Co., Ltd., The 17
Partridge, Jones & John Paton, Ltd. 32

Pinchin Johnson & Co. 91
Plessey Co., Ltd., The 62
Pollard Bearings, Ltd. 65
Prestwich, J. A. & Co., Ltd. 38

Ratcliffe Tool Co., Ltd. 82
Richards, Charles & Sons, Ltd. 62
Rieley, John & Sons, Ltd. 63
Ryder, Thomas & Son, Ltd. 14

Sankey, Joseph & Sons, Ltd. 7
Shell Mex & B.P., Ltd. 18
Simmonds Aerocessories, Ltd. 15
Smethwick Drop Forgings, Ltd. 58
Smiths Motor Accessories, Ltd. 11
Stampings Alliance, Ltd., The 63
Steel Company of Wales, The 50
Suffolk Iron Foundry (1920), Ltd. 62
Super Oil Seals & Gaskets, Ltd. 44
Swift Levick & Sons, Ltd. 56

Talbot Stead Tube Co., Ltd. 43
Tecalemit, Ltd. 15
Thomas, Richard & Baldwins, Ltd. 39
Toledo Woodhead Springs, Ltd. 83
Trico-Folberth, Ltd. 2
Tubes, Ltd. 54

United Motor Finance Corporation, Ltd. 54

Vandervell Products Ltd. 51
Vigzol Oil Co., Ltd., The 45

Wakefield C. C. & Co., Ltd. 28
Ward & Goldstone, Ltd. 67
Warne, Wright & Rowland, Ltd. 63
Weyburn Engineering Co., Ltd. 42

Zenith Carburetter Co., Ltd. 17
Zurich General Accident & Liability Insce. Co., Ltd. 44

DEALERS

★ ★ ★ ★ ★

Adams, S. & Co. 87
Adgate & Co. Motors, Ltd., The 65
Alexanders of Edinburgh, Ltd. 88
Allen, Chas. H. 90
Andrews, A. A. & Son, Ltd. 74
Andrew & Bowell, Ltd. 74

Baker & Gann, Ltd. 83
Bedfordshire Autocar Co., Ltd. 72
Blake, J. A. & Co., Ltd. 85
Bolton, R. & Son 90
Bradford, A. W. Cricklewood 86
Brooklands Motor Co., Ltd. 81
Brook Garage, The 74
Brook Motors, Ltd. 91
Brown, Harry K. (Motors), Ltd. 81
Bryan Bros., Ltd. 74
Burrows & Seed, Ltd. 75

Cambridge Motors, Ltd. 75
Carter Gate Motor Co. 76
Centre Motor Co. 92
Chambers, John, & Sons, Ltd. 90
Chambers of Sutton, Ltd. 74
Chapman of Inverness, Ltd. 83
Chatsworth, E. & G., Ltd. 77
Chinnor Service Station (Guildford), Ltd. 79
Cooper, J. E., Ltd. 77
County Garage Co., Ltd. 75
Cripps Garages, Ltd. 78

Dagenham Motors, Ltd. 84
Dalkeith Motors, Ltd. 71
Day, C. E. M., Ltd. 95
Deer, Hubert, Ltd. 76
Dee Bros. (Motors), Ltd. 86
Delaney Motor Co., Ltd., The 87
Dennet, Wm. & Co. 85
Dutton & James, Ltd. 4
Dye, Frank, Ltd. 68

Edwards Brothers (Salisbury), Ltd. 82
Edwards, W. & Sons (Carmarthen), Ltd. 72
Elgin Central Engineers, Ltd. 77
Evinson, C. E., Ltd. 69

Fairclive, Thos. & Sons, Ltd. 82
Farm Garage, Ltd., The 78
Fenton Garage, Ltd. 75
Fryer & Co., Ltd. 85
Fry's Motor Works, Ltd. 87
Furness, Ltd. 87

Gale & Barclay, Ltd. 79
Gates, Frank G., Ltd. 65
George & Jennings 79
Gibbs Bros. Garages (Pontypridd), Ltd. 89
Gillotts Garage, Ltd. 86
Gordon, D. R., Ltd. 72
Gordons (Buxton), Ltd. 72
Gordons (Stockport), Ltd. 92
Gould, Arthur E., Ltd. 93
Guest, Frank, Ltd. 94

Harper Motor Co., Ltd., The 71
Harris, A. E., Ltd. 74
Harrison, T. C., Ltd. 91
Hartley & Midgley, Ltd. 73
Hartwells of Oxford 89
Hayes of Horsforth, Ltd. 90
Haynes Bros., Ltd. 84
Heppell, Geo., & Co. 72
Holland Motors, Ltd. 91
Horne & Co., Ltd. 71
Hughes of Exeter 76
Hyde Abbey Motor Works, Ltd. 94

Ibbetts Motor Eng. Works, Ltd., The 78

Jennings, S., Ltd. 86
Jones, David, & Sons 71

Laidlaw, James A. (Alnwick), Ltd. 71
Lambeth of Kingston, Ltd. 91
Lincolnshire Motor Co., Ltd. 80
Lowe's Garage, Ltd. 92

MacFarlane, T. D. 75
Macknight (Motors), Ltd. 77
Major Motors, Ltd. 83
Martin, James (Kirkintilloch), Ltd. 81
McCabey, J. W. & Co. 93
McDalmuid, George G., Ltd. 72
McHarrie, James (Stranraer), Ltd. 92
Millar, John M., Ltd. 79
Millar's Garage (Stirling), Ltd. 92
Miller & Co. 92
Montgomery, Wm. & Sons 92
Motor House, The 94
Mungall, A. T., Ltd. 79

Newport (Mon) Motor Co., Ltd. 88
Nicholson, James J. 80
Nunn, H. E. & Co., Ltd. 88

Parsley Motor Co., Ltd. 89
Pass & Co. 88
Patterson, R. H., & Co., Ltd. 85
Pearock, F. H., Ltd. 71
Perry, W. Harold, Ltd. 85
Poultney, F. & Co., Ltd. 91

Quick, H. & J., Ltd. 87

Radford, W. V., Ltd. 85
Ramsay, Duncan & Son 77
Reed & Co. (Torquay), Ltd. 85
Reeves, Norman (Motors), Ltd. 86
Reynolds, W. J. (Motors), Ltd. 77
Ripley (Bridlington), Ltd. 75
Rochdale Motor Garage, Ltd. 90
Rusty Autocar Co., Ltd. 75
Rumsey, Ltd. 75

Sennocke Engineering Co., Ltd. 95
Soans, C. H., & Son, Ltd. 82
Southgates of Fakenham 75
South Yorkshire Motors, Ltd. 90
Stevenson's (Automobiles) Sales, Ltd. 86
Stormont Engineering Co., Ltd. 93
Swaffield, J. H., & Sons 94

Tait, J. J., Ltd. 80
Tate of Leeds 92
Tax Garages, Ltd. 72
Taylor, A. W. & Son 81
Taylors (Gloucester), Ltd. 79
Thomas Motors, Ltd. 72
Tidesley, Reginald, Ltd. 93
Timms of Leigh 82

Universal Car Co. (Derby), Ltd. 76
Unwins (York), Ltd. 94

Victory Motor Co. (Cheltenham), Ltd. 74

Wilkinson, E. & Co., Ltd. 77
Weeks, A. W., Ltd. 93
West Riding Motor Co. (Rotherham), Ltd. 90
Whitaker, H. A. & Co. 90
Whitby's Garage, Ltd. 82
White Bros. 93
Wood & Lambert, Ltd. 86
Wyllie's Garage, Ltd. 79

Young, H. (Motors), Ltd. 75, 92

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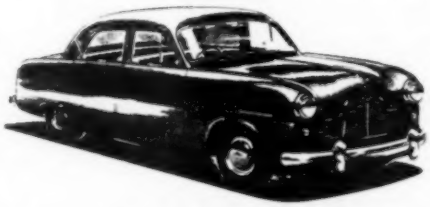

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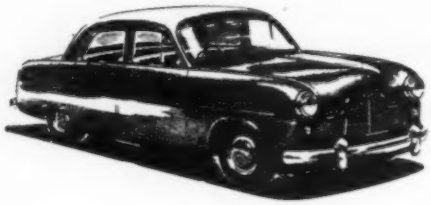

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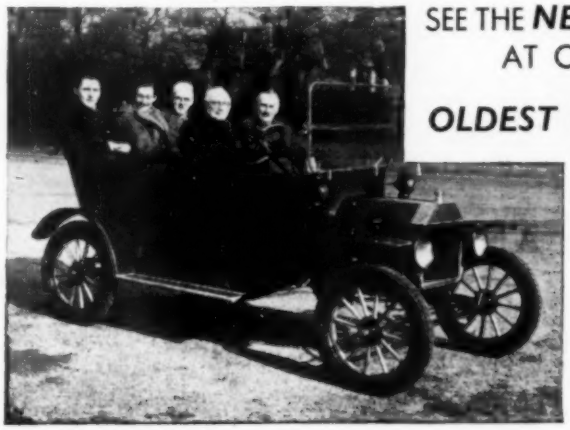

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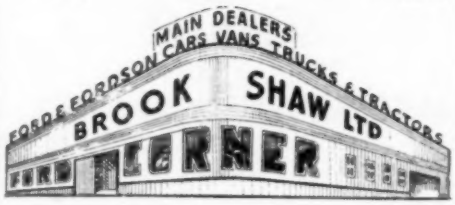

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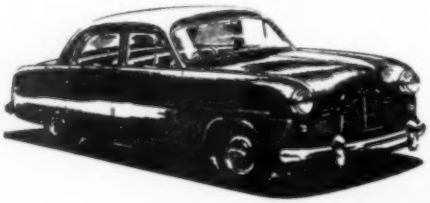

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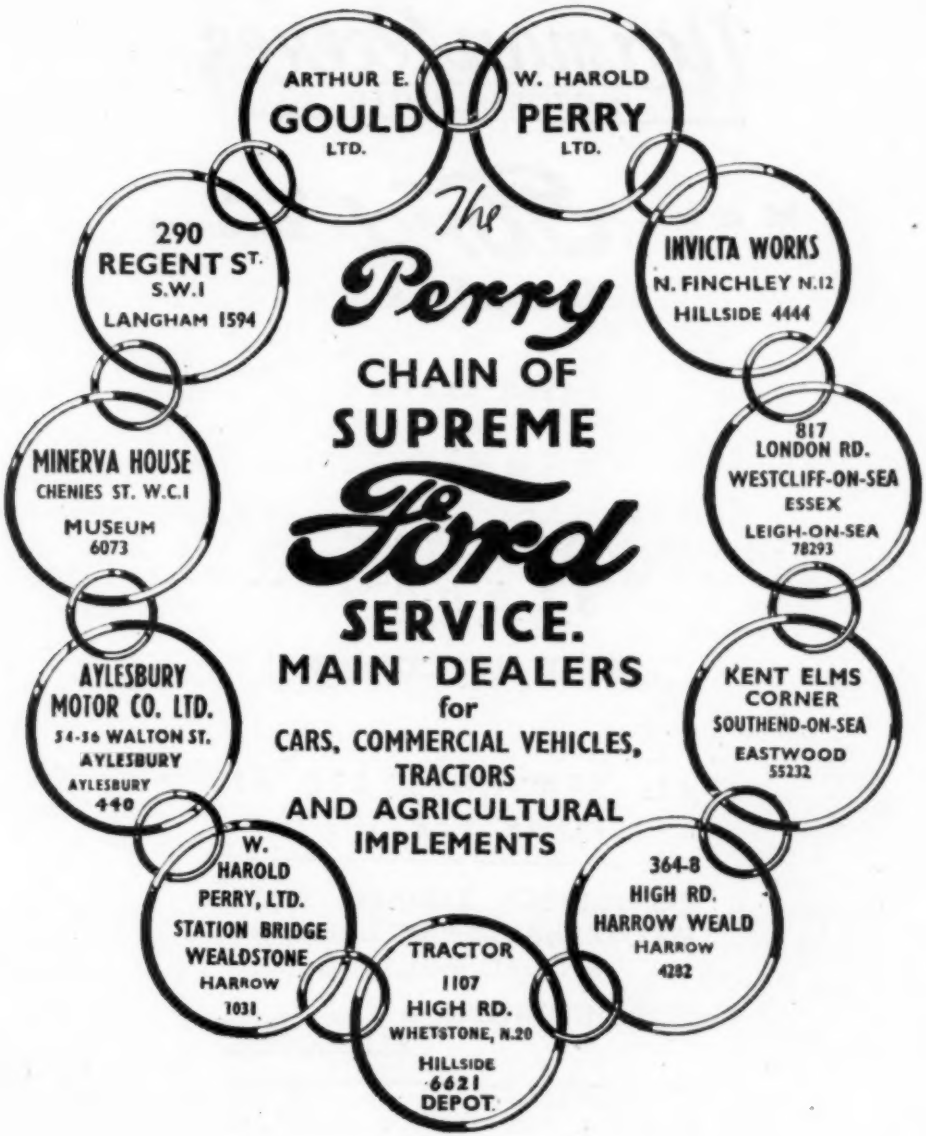

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THESE TWO WAYS

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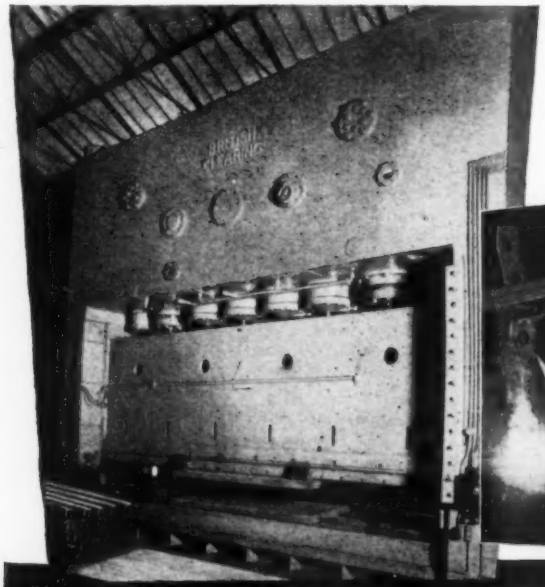

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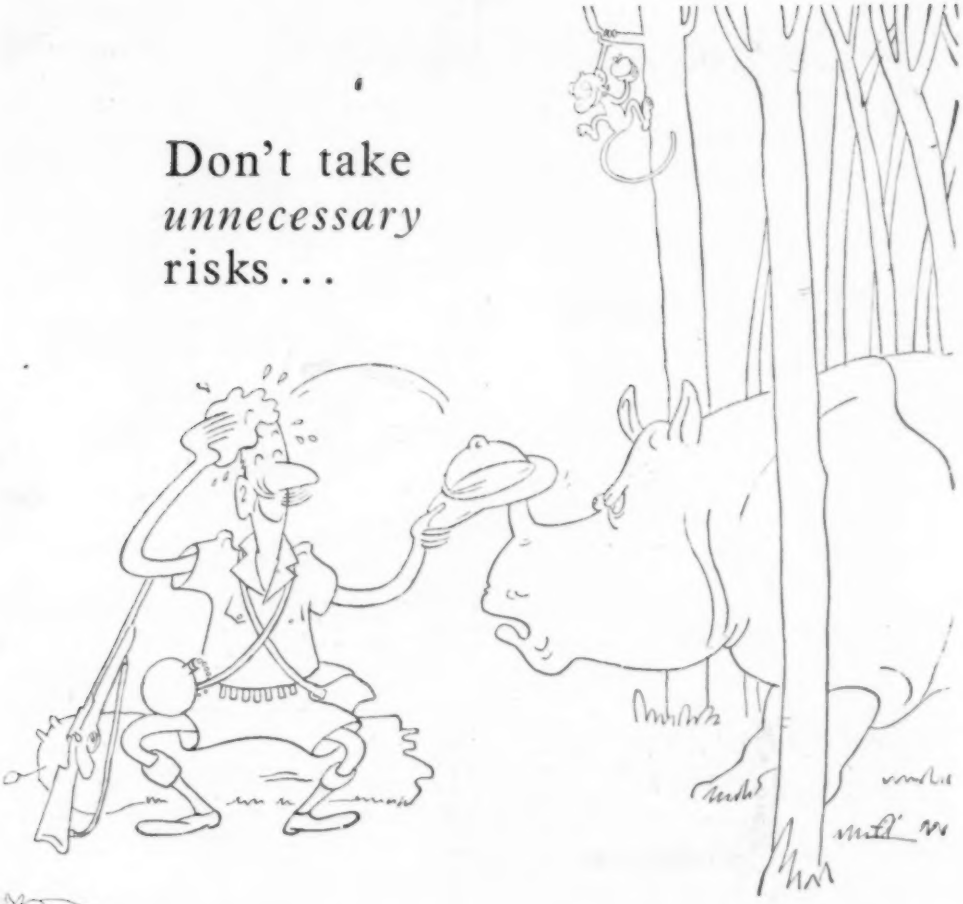
MP6

Don't take *unnecessary* risks...



WHEN this overheated hunter gets his topee back he'll think twice before he takes another unnecessary risk. Yet taking needless risks is the easiest thing in the world—every day someone or other somewhere or other is suffering through hanging his hat on the wrong peg. No use being wise *after* the event . . . the fact is whether you're a Big Game Man or a Big Business Man you just can't afford unnecessary risks—it pays to be sure in the first place!

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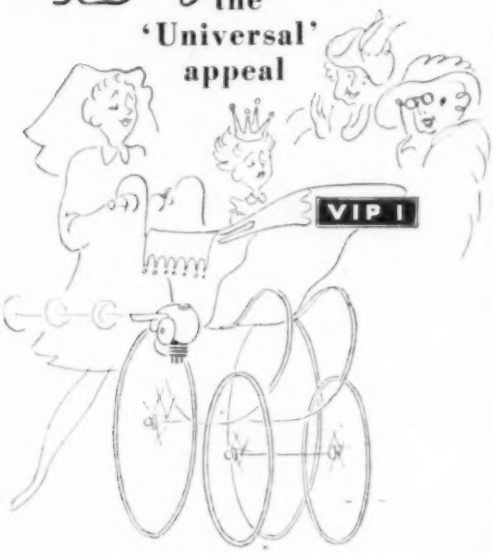

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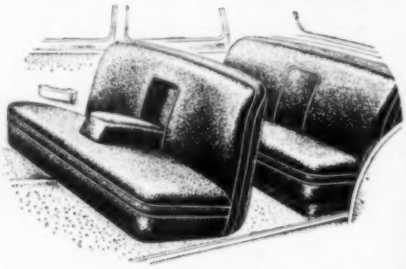

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Packed in Crate. There is a Jagrose battery to suit and Carriage 12/6 every car. Quotations by return.

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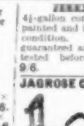

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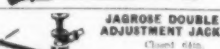

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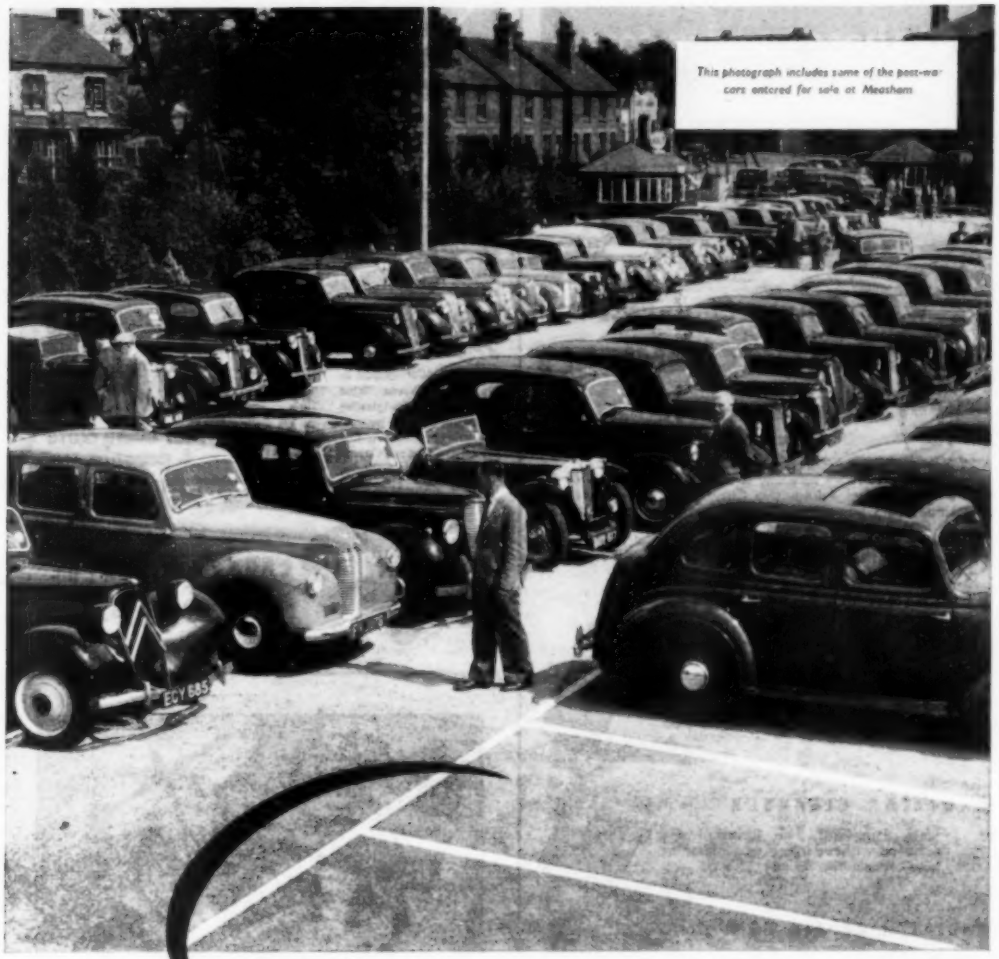

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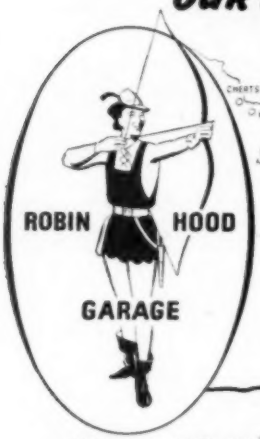

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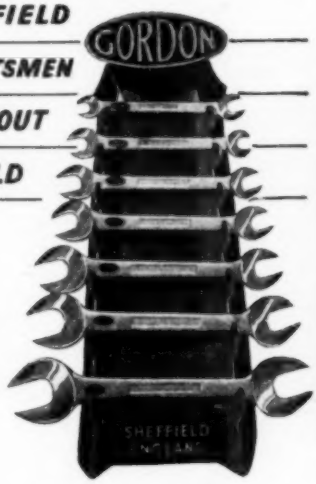

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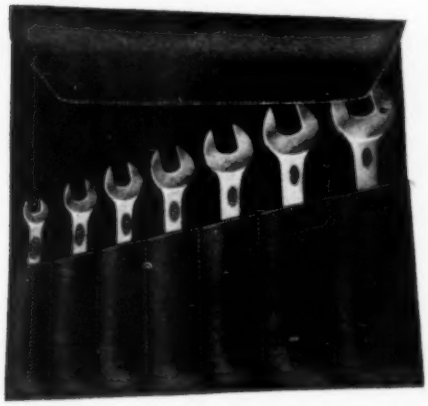

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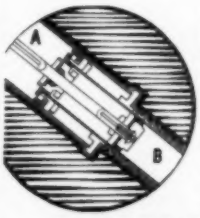

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In This Issue

What Next in Envelopes? 1080
Disconnected Jottings .. 1084
Wakefield Trophy Race 1088
ROAD TEST : Buick .. 1089
Weekend Sport : Prescott 1092
Silverstone 1093
Brands Hatch and Croft 1112
Land-roving from India .. 1094
M.G. Records at Utah .. 1096
Continental Encounter .. 1097
Paramount Changes .. 1099
Cooper for Records .. 1100
Ford Production and Service Methods .. 1102
Elkhart Lake Road Race 1108
Readers' Service .. 1113

The Autocar
FOUNDED 1895

No. 2911 FRIDAY, SEPTEMBER 14, 1951 Vol. XCVI

Driving Tuition

IT is disappointing to record that, after many years of the driving test, the standard of driving on the roads of Britain remains mediocre, and it might be hazarded that this is an indirect result of that otherwise excellent precaution. The fact that, when the test has been passed, a driver is officially regarded as fully qualified means that tuition is usually undertaken only up to driving test standard.

The responsible motorist, even after he has discarded his L plates, is fully aware that there is still a lot which he must learn, and a measure of his responsibility is the number of years during which he holds that opinion. A lifetime is not too many. The less responsible feel that the official pink slip is acknowledgment that they have mastered all that there is to know about driving, and become the crown-of-the-road potterers, the indiscriminate parkers and dangerous overtakers who put much of the hazard into road usage today.

It is not easy to suggest a remedy for this half-baked driving. By its individual nature, tuition is expensive, and the driving school which offered a full course in which passing the test was only a half-way incidental would find it difficult to attract customers against the rival school working on more typical lines. Yet the problem is serious, for it is the inexpertness that is responsible for much of the traffic delay today, quite apart from the accidents which result from it.

The mobile police, however, might do more to assist. At the moment they tend to address their homilies only to those whose road misdemeanours are obviously dangerous or illegal. We should not mind if they became more "traffic wardens" than police, politely pointing out slipshod driving, and the fact that it is not in the best interests of road users. So far, motoring relations with the mobile police have been excellent, and there need be nothing in such an extension of their activities to prejudice these relations.

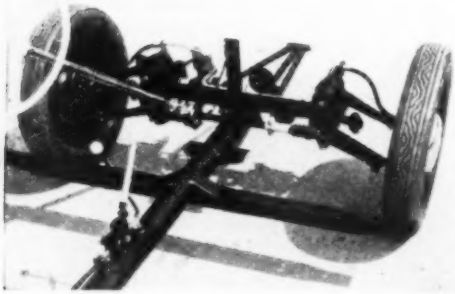
Good Samaritans

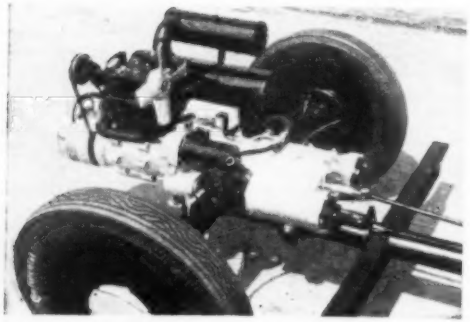
THIS does not mean, however, that we wish further to restrict the right of road users. For instance, the driver who wishes to proceed at 20 m.p.h. has a perfect right to do so, and we should be the last to suggest that this right should be taken away. However, his duty to his fellow road users demands that he should enjoy this leisurely gait only if he is able to do so without seriously inconveniencing other motorists and causing traffic blocks. Unfortunately, such a speed is only too frequently indicative of the inexpertness which we have just criticized, and it is this same inexpertness that causes the potterer to make his fearful way along the crown of the road instead of well into the left side.

It may well be, moreover, that the driver is quite unaware of his distance from the left-hand kerb, and here a five-minute lesson from a policeman could teach him a great deal. He might be stopped, told that he is causing obstruction, and asked if he were aware that his distance from the verge was, say, 10ft. The probability is that the distance would surprise him. He might then be invited to draw in closer and closer under the guidance of the policeman until he ceased seriously to obstruct, finally being shown how a radiator cap or a wing line can be used as sighting marks for judging "distance off." Approached in this manner, there are few inexpert motorists who would not be grateful.

The criticism usually advanced of this kind of suggestion is that it puts extra power in the hands of the police, to the discomfiture of the citizen. Our reply is that we have never objected to power in the right places. Single mobile police have, since they first operated, been able to prove motorists guilty of speeding merely on their own evidence supported by laboratory evidence that their speedometers were accurate. Very occasionally it is argued that this unusual power has been abused, but so rarely as to prove that, in general, it is not.

The essence of functional economy car styling is typified by these three illustrations of the German Champion car. There is a backbone chassis with outriggers. At the rear the tiny engine overhangs the axle, at the front there is only the i.f.s. Between them must be the seats. The body is therefore styled to cover the essentials, with a bulge upwards to accommodate the occupants' heads. Some lip service is paid to aerodynamic principles by rounding off the curves, but the chief value of the smooth contours is easy cleaning. The point is that the styling has taken a lesser place to other considerations.





What Next in

NO CRYSTAL CLARITY

IT would be unkind to say that the stylist's honeymoon is over, because the brief period after the war during which he held considerable sway was never completely holiday. The production engineer stood between him and his ideals—a big, tough customer—and the designer was always allowed to point out that his job was not solely that of filling an entrancing automobile shape. But the period was, perhaps, the heyday of the stylist in this country. In America he has enjoyed an Indian summer, but even there the realities of rearmament are limiting his more airy flights. In Europe and in this country they are bringing him rather sharply to heel.

The result is that the future of car styling has a new uncertainty and all the fascination of the unknown. In the future the

by Michael Brown

stylist will be working within sharply defined limits, and the ordinary man must be forgiven for feeling a little pleased that this should be so. The stylist is an artist who is likely to be modernistic in his ideas. That may be right or wrong; this is not the place to argue *that*, but it is relevant to point out that modern art is often well beyond the comprehension of the ordinary man, and he does not want the shape of his car to be.

New factors have intruded to limit the free swing of the hand that wields the pencil. There is the gaunt figure of material scarcity and the shabby companion of poverty in Western Europe as a result of two wars. Mostly from the skies has come the influence of aerodynamics, and very much from the ground the conflicting arguments of servicing necessities. If possible, the production engineer has loomed larger still, not least of the reasons being that the designer has ganged up with him in encroachment of the stylists' field by the increased use of unit construction. When the body becomes integral with the chassis its shape can no longer be arbitrary. A final factor is exerting an influence the full force of which has yet to come; this is restricted space, both in the garage and on the road.

To discuss the probable effects of all these is conclusive

in only one respect; that is, in emphasizing the uncertainty about future styling. But, like all guessing games, the process is amusing.

First, material scarcity, which can be translated into sheet steel shortage in this instance. At the moment this is not having very much effect on styling. Bodies are being styled as if steel sheet were readily available, and as if plentiful supplies were assured in the future. Very soon this must change as the hard facts of life insist on increased output from the car manufacturing countries of Europe. At that point the manufacturer must find some way of making more cars from the same amount of material. Wood was suggested as a part substitute in these columns a week or two ago, and in the past plastics have held out a hope that has not yet been realized. Among the minor suggestions is that saving should be made by producing open cars. Any of these methods would result in drastic changes in car styling—goodbye to the balloon, cynics might say. But until we see what manufacturers will do as a result of sheet steel shortage it is not possible to project the shape of cars to come on this basis. A side glance might, however, be taken at the 2 c.v. Citroen, which is economical of body panelling (and pressing), because it is eloquent of the strong link between raw material shortages and the second of the influencing factors—national poverty in Europe.

Lower standards of living, *caused* by raw material shortages, help to defeat those shortages—a lengthy way of saying that, in the end, we are forced to cut our cloth according to our needs. The big car manufacturer, whose annual sales are many thousands, finds that the class for which he once catered has become "marginal," or only just able to afford a car. As a result, he must cater for this newly poor class if he is to keep up his sales, and such motorists will need a cheap car to run, at as low as possible first cost. France is an excellent example of this process at work, the big-production firms having produced the model postulated. It is tiny, light, designed for economical production and yet for maximum comfort within the specification; for maximum room, also. Four seats are almost a "must."

The styling result has been very interesting indeed, the body having obviously been styled almost purely as an envelope to the seats (Dyna Panhard, Renault 4 c.v., Citroen 2 c.v.). The impact of these bodies on the public, especially the last named, left, at first, a mixed impression: Were they ugly? Or were they pretty? Or was this a temporary post-war "carry-over" car until things became normal again? A few years passed, and those familiar with the French road scene began to sit up and take notice. The 2 c.v. Citroen was ugly, and would forever remain so—but it had other virtues. The Panhard "wasn't bad at all," and was reminiscent of functional British designs of the 'thirties. And, d'you know, that little Renault is a pretty little beast. . . . Pretty? Who would have thought that such an adjective could have been applied to it at the time of its first appearance?

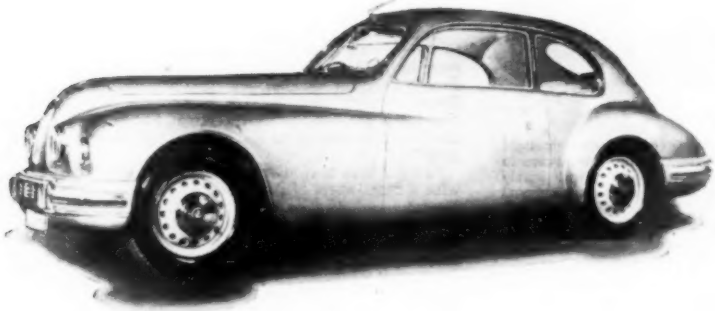
The Frenchman, let it be admitted, was 'way ahead in appreciation. If his car had to look like that, well, *cela ne fait rien; ça va.* But his family of four needed more luggage space than was available under the diminutive "bonnet." So he procured an excellent roof rack, and went off along the routes of his beloved country with his car looking like a Covent Garden porter. And in so doing he struck the shrewdest blow at those who maintain that "styling is everything," for the fact is that the public taste can be conditioned into appreciating almost anything, and the little French cars only too speedily become fully acceptable in the best circles. Perhaps the Citroen people had the last laugh, for the big Citroens have not been drastically restyled for nearly twenty years, yet many people love them as much for looks as for performance. To inject the personal note, I do; they are as lithe and handsome as a Siamese cat.

For other countries reflecting poverty in the shape of their cars, look at Germany, Czechoslovakia and, perhaps, Sweden. For the stirrings of the same realism, study the minicars that have been made by small firms in Britain. Italy has not yet become realistic in this matter, but has a strong lead to follow in her pre-war Fiat 500 (not designed, however, as a "poverty" car at the time, but filling the bill in shape). Italy will, probably, be most influenced by the artistic taste of the buyer, Italians being advanced in this respect. It might be guessed that ultimately Italy will produce the prettiest economy car of all.

So far, the influences have been backwards towards functionalism in the sense of the body's being a hold-all for pas-

Envelopes ?

ABOUT FUTURE CAR SHAPES



Aerodynamic function as a means to high speed with economy is exemplified by the Bristol and Jowett Javelin styling. Both these cars show very good m.p.g. figures for their size, and both have an easy gait at their high cruising speeds, which can be attributed mostly to the ease of their passage through the air and the gearing that this permits.

What Next in Envelopes?

—continued—

Economy styling need not mean ugliness, as is shown by this coupé version of the Volkswagen. Up to waist rail level the Volkswagen is a simple "half-egg" shape, and the saloon roof was a further and smaller half-egg on the lower one. The result is not of masterly elegance. This coupé, however, indicates that the simple basis of Volkswagen styling can stand on its own, and that it is assisted by the absence of a "repeat" motif amidships.

In the Fiat 500, built and styled long before the war brought the reduced standards of today, Italy produced what was to be the typical economy car shape, though not with purely economy in mind. Again, the body was purely functional in the "envelope" sense, serving as a cover for the seats, engine and chassis, and conventionally smoothed off.

Workmanlike compromise styling: While they remain essentially functional, the bodies of the Dyna Panhard and Renault 4 c.v. have been cleverly "touched up" to please the contemporary taste of the motorist. At first regarded, at least by British motorists, with some reserve, the appearance of these two cars has been fully accepted. Those who drive them are singularly impressed by the complete control that size and shape give to the driver in close quarters.

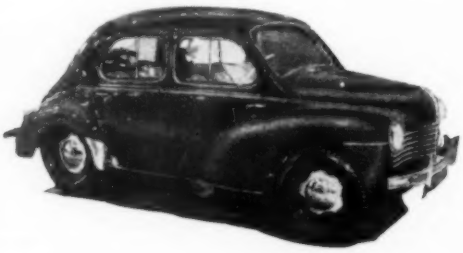
sengers, plus a cover for the works. But another form of functionalism has been injected into styling—aerodynamic functionalism. Two recent articles in this journal showed how aerodynamic function is useful to car styling, and there is no need to re-cover the ground. But plainly it quarrels with the older function, and styling must find a compromise, which it is already doing rather well in this country, notably in the Bristol, the Jaguar XK and the Jowett Javelin.

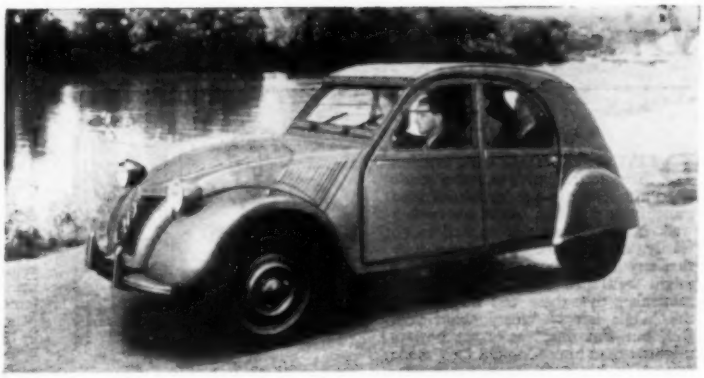
Curiously enough, aerodynamic functionalism goes halfway to meet poverty for its most valuable virtue is reduced fuel consumption (*not* maximum speed). So aerodynamic considerations have come to stay, and, moreover, will be readily acceptable from the æsthetic angle by buyers, for such shapes are conventionally handsome, the public having long been used to birds flying around.

There is a slight clash of forces here. It is very difficult to style a tiny body aerodynamically and still to have any room in it. Moreover, the outstanding economy of the little French cars, for instance, has been achieved in other ways. Below a certain point in size, therefore, aerodynamic considerations are likely to beat a retreat, but in the larger cars they must be considered if the m.p.g. figures are to be competitive.

Already it is obvious that the stylist can no longer start with a blank sheet of paper and only Ruskin's *Elements of Drawing and Perspective* to guide him.

At this point the production engineer, by comparison with other disturbing forces, seems almost benevolent. Unless a shape is quite intricate, he will usually find a method of forming it cheaply. Aerodynamic shapes are rather welcome, in fact, for they are composed of big bits, gently curved. Functional envelopes he will prefer to have rounded off at the corners, and if the sales people like to describe them as "streamlining" he does not worry. But if they are to be made within a minimum figure in square feet of sheet steel, or whatever substitute material is used or part used, his say is likely to be a large one, and the stylist must take note of it. What the ultimate shape of the car may be





Styling down to production demands as well as for function. Complicated pressings demand complicated dies, which increase overhead costs. The body pressings of the 2 c.v. Citroen are therefore kept as simple as possible. None the less, the car has incidental virtues in spite of its lack of beauty. Note the simple wheel pressing, incorporating the hub plate.

if all these forces act on the stylist in a big way, I do not know, not being a stylist, but we might conceivably see more cars similar to the post-war Renault with roll-back cabriolet hoods (and very nice, too). We might also see larger cars, reasonably aerodynamic in style, but with laminated plywood tops, perhaps, or perhaps not, conforming with the aerodynamic principles of the rest of the body (in steel). The degree to which they conform would depend on the decision of the production engineer, whose job it would be to bend the wood (or plastic, perhaps) cheaply.

Unit construction is not in conflict with any of the foregoing considerations, but it is sharply restrictive of the stylist because the body *shape* is part of the car *design*. It is also peculiarly restrictive of repairs and servicing, and so with cars of this nature the designer will continue to have a very large say. While he can take full advantage of the fact that servicing is now in the hands of firms with special know-how and tools for the make concerned, he must still design so that bits can be replaced without throwing the whole car away. And by the time he has done that it is likely that the stylist is left only to smooth off the edges and doodle with the door trim.

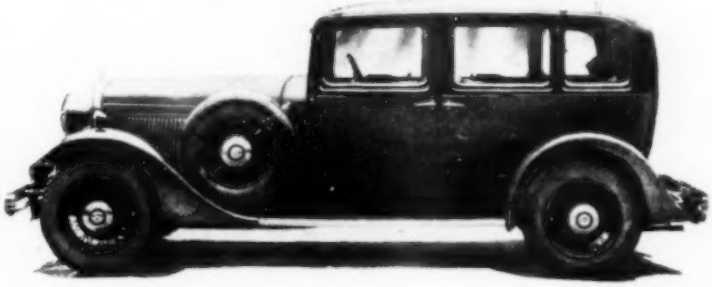
Finally, the force that is looming up like the black cloud that betokens the ultimate storm. This is physical space. There are more and more vehicles appearing on the roads of the world, there is less and less space for the spacious "motor houses" of the past. This is becoming a very crowded planet. It is hard for those who have long been deprived of new cars to believe that anyone who drives them can utter a word of disparagement, and they must merely rest assured that it is so. One can drive a car that is excellent in visibility, quick in steering from lock to lock, compact in overall dimensions and an easy fit in the garage.

One slams the door on it with the feeling that "that's a good car." Next one takes over the imprecise balloon of a vehicle which one pilots fearfully down the main road, parks two feet from the kerb, and is forced to leave in the drive all night. It may go fast; it may have two radios and a manicure set. But its only reward is disparagement; life is too short to be harassed by an overdose of sheet steel.

I am well aware that there are many motorists who like to be able to carry three in the front seat and six in a full car, plus plenty of luggage, and it is possible to sympathize with that liking. But when one is up against the hard facts of material shortage, quite apart from the physical space which such a car occupies on crowded roads, harsher standards of judgment must apply. Suppose that one of the manufacturers really got down to business with the steel tape and the styling, and said: "For every six-seater so-and-so, I can produce two four-seater economy cars using exactly the same amount of sheet steel." In the face of that it would be only fair to rob Peter in order to pay Paul.

These considerations must influence the stylist; in fact, for the good of the industry, he must submit to discipline in this respect. The day of the lordly progress of the *Queen Elizabeth* of the road has given place to the cut and thrust of the spearhead vehicle against the bulk of heavy lorries, coaches and buses. It is happening all over the world as the era of steam passes and the i.c. engine enters the fullest years of its reign.

One ends with great sympathy for the stylist, who turns out, after all, to be not the modern artist dictating to the public taste, but the compromiser *in excelsis* between opposing influences. In doing his job he tackles a problem of surprising complexity, on which this article has done little more than touch. His answer must be the car that sells, in large numbers and all over the world. The fact that we can have no clear picture in our heads as to what the car of the future must look like is an indication of his contemporary stature in the industry.



Economy styling tends to revert to the typical styling of the 'thirties, as shown by this 1935 Morris Oxford. The difference is summed up in a contemporary preference for curves instead of straight lines, perhaps generated by many popular articles on "streamlining," perhaps merely the swing of the æsthetic pendulum.

Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

Jungle Stuff

DRIVING into Town from London Airport the other morning made me realize what primitive man must have felt like when he took a walk in the forest. He needed to go warily, and to remember all the time that any lack of awareness on his part might well spell trouble. He had to remember that there was no law but the jungle law of "sorry about you, Bill, but I'm fine," and that powers mightier than himself might have made craters in his path, or put obstacles across his way, with a fine disregard for the consequences.

He had to remember, also, that until he was away from the area in which every man fought for himself and the devil took the hindmost, he would feel no sense of security, only that every man's hand was against him. When I

In the forest.

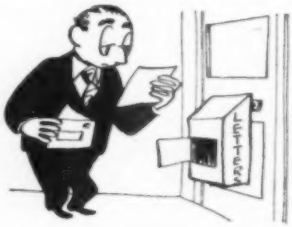
finally reached the seat in front of my typewriter I felt just as he must have done when he finally sank on to the old stone bench by the fire in the cave.

All of which goes to re-emphasize my permanent hearty dislike of the Great West Road, my temporary hatred of my fellow-drivers on that particular morning, and of a London bus driver who quite thought that an outstretched hand entitled him to pull out regardless. Also my disapproval of yet another roundabout at the busy end of A4. I admit to intimidation, also, by the notices about trespassing near the hangars of London Airport. For rudeness they surpass the U.S.A. "Keep out—This Means *You*!" Need this be such a callous, selfish, age?

✦ ✦ ✦

Reminder

ENCLOSED in the envelope containing my renewed licence was a message from the Minister of Transport concerning road safety. I must admit that it was well phrased and that my reaction to it was favourable, but I doubt if many drivers would be bothered to read it. Road safety authorities seem to remain confident of the ultimate efficacy of propaganda,



Propaganda.

but surely car drivers are conscious of danger all the time; so, I believe, are pedestrians and other road users. The trouble is that the limit has been reached in making the people conscious of road dangers; what is wanted now is actual training in making them more skilful users of the road. Better still, safe roads that prevent them from making the mistakes that result from their lack of skill.

✦ ✦ ✦

Black Spot

WHETHER or not the strictures in this column were the reason why a certain parapet of a railway bridge in Bracknell, Berkshire, has been lowered in order to reveal an island and a keep left sign, I do not know, but at least it has been done. Now I have another parapet for the safety authorities—alongside the railway bridge that spans the main line between Willand and Cullompton in Devon, on A38. All the local authorities, or the Minister, or the safety officer (there are lots of people competent to do so) need do is to go and examine the layout of this bridge and to study the scored parapet, a grim record of accidents if ever there was one. They might also ask the local people about it.

There are, I admit, signs saying "Narrow Bridge," but the bridge is more than that; it is an ill-planned constriction giving a false impression of escape room to the traffic. In any case, such signs are merely a conscience salve when a brick parapet is scored as this one is.

The R.A.C. asks that road dangers be notified. Here you are, Pall Mall. This is as bad a one as The Scribe has seen in many a year.

✦ ✦ ✦

In Memory

IN Monmouth there is a very striking statue of a man holding a model of a veteran biplane in his hands. He is looking at it with a proud yet critical eye, his head thrown back to take in the 'plane as a unit. Round the sides of the statue's pedestal are bronze plaques; one shows a car at high speed on a rough, mountainous road. The others are aeronautical; ballooning and flying.

The inscription refers proudly to the achievements and life of the Hon. C. S. Rolls. Apart from his part in the epic story of Rolls-Royce he was, of course, the first man to fly the Channel there and back. He also made the famous car journey from London to Monmouth, in 1896, going down Birdlip Hill without brakes in the process. When he died in a tragic flying accident he was but 33 years old.

✦ ✦ ✦

The Man

BUT it was not his journey to Monmouth which prompted the memorial. C. S. Rolls was the third son of the first Baron Llangattock, and his home was only a couple of miles outside Monmouth. In that part of the country, therefore, he is remembered by the elders not so much for his activities and achievements in motoring, ballooning and flying, but as a man.

The old local inhabitant will tell you not of his Channel flight but about the beauty of his house; of the cottages he built for his employees there, and of their excellence as buildings in their own right—and of their superiority over the workers' dwellings built today from public funds. You will be told of the way he built his own village and of its charm; and of how he eliminated the dangerous bends approaching the main house. And your informant will probably conclude that, "they don't come like that any more."

✦ ✦ ✦

Soft Music

IF there is anything nicer for the owner to hear than the sentence, "My word, this car *does* run beautifully," I cannot, for the moment, think of it. I picked up two strangers in one evening recently, and they both said it. Mind you, it may be a gambit on the part of hitch-hikers, but it has the mellow sound of soft music on the evening air.

Soft Music.

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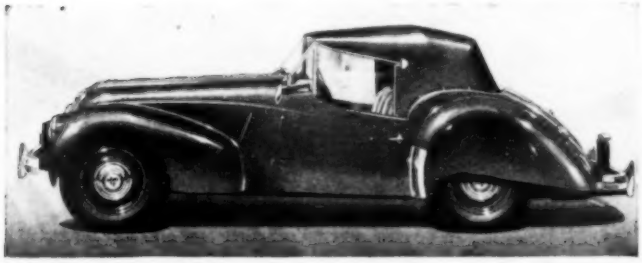

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NEWS and VIEWS

One Family. One Car

SYDNEY'S road safety council has announced that Australia now has an average of one car to every family. This means that only the U.S.A. and New Zealand have a greater proportion of cars to population.

Defence Hits Exports

ON his latest arrival in New York, Mr. Leonard Lord, chairman of the Austin company, said that the defence programme had cut Austin production by seven per cent, and that further cuts were expected. A stock of cars had been built up beforehand, but this was likely to be exhausted by the middle of September.

Armstrong Siddeleys . . .

REVISION of Armstrong Siddeley prices has taken place to cut out the price difference between the coupé and other models. They are now all £1,045 basic price. Total with British purchase tax is £1,627 1s 1d.

. . . and Morgans

BECAUSE of rising basic costs the prices of Morgan cars have now been increased as follows:

	Old Total £	s	d	New List Price £	New Total £	s	d
Coupé	880	7	9	590	919	5	6
Four-seater	816	3	4	550	857	1	2
Two-seater	794	16	8	535	833	14	6

Volks for Haile Selassie

A PURE white Volkswagen coupé, with genuine gold fittings and seats upholstered in leopard skin, has been built to an order from Haile Selassie, Emperor of Abyssinia.

The Lion's Share

IN 1950 Britain's export of motor vehicles totalled more than half of world trade of this type, according to the yearbook of international trade statistics, just published by the United Nation's New York headquarters. Actual figures showed that Britain exported 540,000 units out of an international total of nearly a million.

The U.S.A. was second with 260,000 vehicles—less than half the British figure—and France was third with a total of 130,000.

Safety Demonstration

THE training of children in the schools to cross roads safely, and amusing demonstrations of jay-walking by the police were the main subjects of a demonstration staged by the Paddington, St. Pancras and West London road safety committees in Hyde Park on the evenings of September 6 and 7. The Minister of Transport attended the demonstration, which on both occasions drew a good crowd of interested spectators of all ages.

Art in Design

ACCORDING to the Museum of Modern Art in New York, where a special show of car design was recently opened, British and Continental cars are æsthetically better than American models. Eight cars, two of them British, were selected for the show on their merits as works of art.

U.S. car designers were said to have turned from their efforts to attain distinctive design after 1940 and to have concentrated on sales appeal elements such as ease of driving and powerful engines.

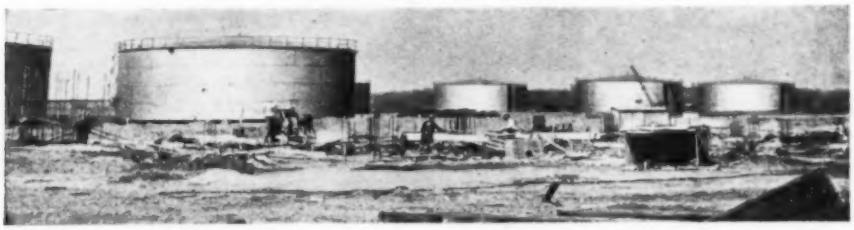
The cars shown were a 1939 Bentley, a 1948 M.G., a 1949 Cisitalia, a 1931 Mercedes tourer, a 1939 Talbot sports, a 1937 Cord, a 1941 Lincoln and a 1951 Jeep. The Jeep design was said to combine "the appeal of an intelligent dog and the perfect gadget."

July Production

NEW cars produced in July numbered 38,495, 5,000 fewer than in July a year ago. The total was about the average for the last two four-week months, but a reduction has been noticeable since the beginning of the year. The various categories are as below, June figures (five-week month) being repeated for comparison:

	July	June
Up to 1,600 c.c.	26,406	30,751
1,600 to 2,200 c.c.	5,644	6,449
Over 2,200 c.c.	6,445	7,569

27,160 cars were produced for export, about 71 per cent.



Storage tanks at the Coryton refinery.

A New Petrol

WHEN branded petrol returns to the market there will in due course be an addition to the already well-known names. This will be known as Mobilgas and it will come from a new refinery which is now being built at Coryton, Essex, by Powell Duffryn, Ltd., and the Socony-Vacuum Oil Co., Inc., of New York, joint proprietors of the Vacuum Oil Co., Ltd., whose oil products are, of course, well known under the name Mobiloil.

Coryton has one great advantage as a site because at the existing jetty there is a sufficient depth of water to allow large tankers to be accommodated at any state of the tide. This jetty and existing storage facilities are to be modernized so that tankers carrying about 32,000 tons of crude oil will be able to discharge at the rate of over 2,000 tons of oil an hour.

Work has already been in hand on the site for just over a year and it is due for completion on January 1, 1953, when it will represent a British-American capital investment of over £10,000,000. The refinery will then be one of the few in the world designed mainly for the manufacture of lubricating stock oils, but it will also produce a high-grade motor spirit, diesel oils, fuel oil and petroleum waxes.

The refinery is of the most modern type and will incorporate what is known as a Thermofor catalytic cracking unit which will be the first of its type in the United Kingdom and the second in Europe. The operation of this requires the circulation of a hot catalyst at the rate of 300 tons per hour, and the process gives a wide range of control over both the quality and quantity of petrol produced.

The plant will also include its own power station, the boilers having to be capable of raising 200 tons of steam per hour, while the electricity generated will be enough to supply a town of 100,000 people. A mechanical workshop, warehouse, office building, laboratory, loading racks, garage and canteen are also included in the plans, as are houses for key personnel.

A recent visit to the site showed the immensity of the constructional work involved. The site is low-lying, partly waterlogged and incapable of supporting heavy loads, so that 10,000 piles 50ft long have to be driven into the ground to support the foundations for buildings, tanks and units of the plant. The foundations involve 40,000 tons of concrete and there will be over 500 miles of piping in the completed refinery.

The construction force is at present over 1,000 and will rise to a peak of about 3,500 by next summer. The main contractors are The Lummus Co., Ltd., and The Foster Wheeler Co., Ltd., while over 200 firms are responsible for supplying equipment and service.

All this week the Berlin Motor Show is being held in the imposing rebuilt exhibition hall at the Funkturm. In the foreground is the Mercedes stand, with Auto Union and Ford behind. On the right, the Rootes Group and on the left, Hudson.

NEWS and VIEWS

continued

Vanishing Minx

ABOUT 70 guests of the Rootes Group saw a Hillman Minx vanish last Monday evening. The man responsible for the disappearance was "Kalanag"; the scene, the Empire Theatre at Finsbury Park, in London. As a part of his full-length "musical magical" the stage was shown empty except for a cage-like garage. The magic word produced the car in the garage—then its disappearance complete with blonde passenger.

The audience was informed that there was, in fact, no connection between this diversion and the Hillman home delivery delay.

Among the Berlin exhibits was this new convertible on the Ford Taunus chassis by one of the specialist coachbuilders.

Engineering Research

THE first report of the Mechanical Engineering Research Organization has now been published (H.M.S.O., 2s 6d) and contains accounts of the work done since its foundation in 1946. It is part of the Department of Scientific and Industrial Research.

A beginning has been made on fatigue in metal specimens of large sizes, because specimens have previously been small, and it is not possible to predict from results what happens in larger sizes; the properties of metals at high temperatures are also being investigated, with particular reference to "creep," under which metals subject to heat gradually increase in length; this is of particular importance in gas turbine technology, in which creep is a troublesome phenomenon. It is being tackled in two ways—short-term investigation to provide data for turbine engineers, and long-term into the fundamental reasons for creep.

Fretting corrosion is another phenomenon of metals. Where two components of a machine fit closely fretting corrosion takes place between the surfaces, causing roughness in which fatigue cracks can develop. Previous work had indicated that the oxide layer on the metal surfaces was responsible, but tests on gold, which does not oxidize freely, resulted in severe damage, leading investigators to suspect that oxidization was not at fault.

Nickel and chromium plating of specimens caused little improvement, but recent tests on phosphated surfaces were encouraging.

Instruments suitable for measuring standards of finish are being developed which can be used for testing existing machinery that is not capable of being spared from the shops in which it is used. These instruments use a replica of the surface taken by means of a plastic, much as the dentist takes an impression of a patient's gums.

Monumental Season

VISITORS to Britain and residents who believe in seeing Britain first may now obtain a twelve-month season ticket to enter about 400 ancient monuments and historic buildings in the care of the Ministry of Works. Each ticket costs £1 and admits two people.

Among the famous places to which these tickets apply are the Tower of London, Stonehenge, Hampton Court, Holyrood Palace, Harlech Castle, and so on. Application for tickets should be made to the Ministry (A.S.22), Lambeth Bridge House, London, S.E.1.

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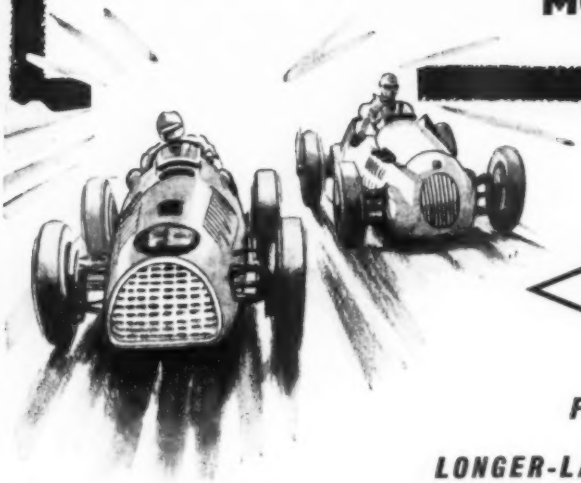

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SCIENTIFIC APPROACH TO FUEL ECONOMY

CONTROLLING TEMPERATURE OF THE INDUCTION AIR

A WELL-KNOWN Austrian research engineer, Dr. K. Titze, of Vienna, has during the past few years closely examined the various factors governing fuel economy and, as the result of practical experiments, has filed a number of promising patents. One of the inventions relates to a method of controlling the output of internal combustion engines in accordance with the load. Over a certain part of the power range the output is governed by throttling, while over the remainder of the range governing is achieved by adjusting the temperature of the induction air.

Under low load the induction air is heated to a high temperature to obtain complete vaporization of the fuel and mixture formation, and also to obtain the largest possible specific volume of air.

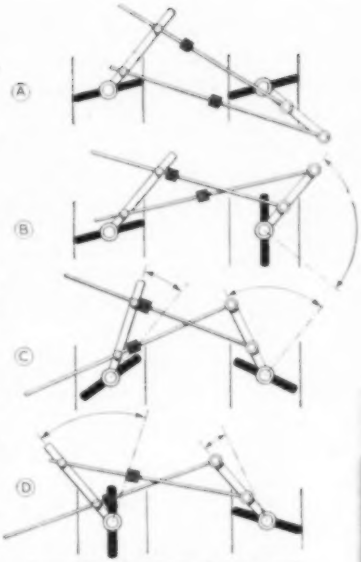
During the time when heated induction air is supplied to the carburettor, the output of the engine is controlled in the usual manner by throttling.

At higher loads the throttle device opens the full cross-section of the induction air inlet and this condition is maintained under a further increase of the load, while the heating of the induction air is progressively lessened by mixing it with relatively cool air. Thus heat control of output succeeds throttle control and is, within its own particular range, independent of the latter. The warm air supply is obtained from a heat exchanger on the engine exhaust system.

The partial load output is determined by the difference in temperature between the heated induction air and the prevailing air temperature, and can be altered at will by corresponding adjustment of the temperature of the heated induction air.

The separation of both methods of control makes possible a full utilization of the most economical hot air induction and, if required for any particular working conditions, the two methods can be made to overlap to any extent desired. In the patent specification already published Dr. Titze also mentions a method of adjustment of the induction air temperature to cope with instantaneous engine loads so as still to obtain simultaneous governing and a control of the required induction air temperature.

Tests which Dr. Titze has carried out with this type of induction system have shown a definite fuel saving varying between 10 and 20 per cent. Patents for the invention have now been filed in the U.S.A. and in all of the European countries.



Suggested interlinking of warm and cold air throttles. When the stops on the operating links recede from the left-hand throttle a spring would hold it shut. The right-hand throttle would be operated by the pedal.

BRITISH ENTRY DOES WELL IN TOUR DE FRANCE

OUT of 97 starters in the Tour de France, which started on August 29 and finished on September 12, only two were British, although there were also six foreign-entered Jaguars, two M.G.s and one Jowett.

The British-entered cars were a Healey, driven by G. Healey and T. Kenny, which was withdrawn after a crash following a skid on some oil, and the Aston Martin driven by N. H. Mann and Morris Goodall. This car did well, and after being placed 16th at the end of the second stage had, at the end of the third stage, reached 11th place. Its time for the flying kilometre of 22.7 sec was remarkable, and earned it fourth place in its class.

In the manœuvrability and braking and acceleration tests at La Baule, the A.M. was placed sixth in its class, and was superior to all the Ferraris save that driven by Pagnibon and Barraquet, which had been placed first by that time in the whole event.

So much for the British entries; from the first the Ferrari driven by Pagnibon and Barraquet had led the field fairly comfortably, and the first seven places at the end of the first stage were divided between the Ferraris and the Jaguars. After the second stage, the Jaguar driven by Peignaux and Montabert occupied second place, but after the third stage, however, it dropped to third place, just behind a Ferrari driven by Péron and Bertramnier. The hill-climb at Luchon was won comfortably by Pagnibon and Barraquet in their Ferrari.

In the La Baule test, Class 1 was won by the Jaguar driven by Simone and Schlee. Pagnibon and Barraquet again won their class.

The D.B.2 Aston Martin, driven by Mann and Goodall, making its efficient way through Rennes.

In the flying kilometre, the Jaguar driven by Peignaux and Montabert was equal first in the class with the similar car driven by Hache and Crespin; time—21.1 sec. Checcacci and Schell's Ferrari won Class 2 with the fastest time of the day—19.8 sec.

Class 3 was won by a Porsche driven by Picard and Farge with the remarkable time of 25 sec.

Final results were not available in time for inclusion in this issue, but it seemed almost certain that the outright winners would be Pagnibon and Barraquet. Other class leaders at the end of the last stage (but before the hill-climb at La Turbie) were the Jaguars of Hache and Crestin, the Porsche of Picard and Farge, and the Renault of Jean and Anne-Marie Sandt.

Mann and Goodall lost no marks with their D.B.2, and lay fourth in their class and eleventh in the rally as a whole at the end of the road section. Fourth place in general classification was taken by the Porsche with Jaguars occupying fifth, sixth and seventh places.

MOSS SETS NEW CURRAGH RECORD

1, 3, 5, 6 PLACINGS FOR H.W.M. IN WAKEFIELD TROPHY

H.W.M.s nearly scooped the pool in the Irish Motor Racing Club's Wakefield Trophy Race at the Curragh last Saturday, with Stirling Moss the main beneficiary. The race combined a 30-lap (147½ miles) handicap event for the O'Boyle Trophy and a scratch class for the Wakefield Trophy, and attracted the maximum entry of forty-five plus six reserves, but non-starters reduced the field to forty-two.

There were great expectations of a duel between the four scratch men, Moss and D. Hamilton (single-seater H.W.M.s), R. Baird (4CLT Maserati, ex-Parnell) and J. Kelly (two-stage Alta), for all had lapped at 82-83 m.p.h. during practising, Baird improving on Kelly's 82.73 m.p.h. lap record by two seconds at 83.51 m.p.h., and Kelly and Moss by one second.

Moss went into the lead on the first lap, but Baird was on his heels, and Kelly headed Hamilton, though his Alta did not sound very healthy. At the end of the second lap Baird was still on Moss' heels, but Kelly had decided to retire; on the third lap, their cars now warmed up, the leaders really got down to it and Moss, timed at 121.6 m.p.h. over the quarter mile, was equalling the lap record; but Baird retired and that was the end of the fight, for Hamilton, though lapping at 81.21 m.p.h., could not challenge Moss.

K. Wharton (1,488 c.c. two-stage E.R.A.) went out with piston trouble on his third lap; C. G. H. F. Dunham (2,500 Alvis), Manx Cup Race winner, was suffering from overheating; R. C. Willis (1,996 B.M.W.) had no top gear; P. W. C. Griffiths (1,467 Lester-M.G.), after lapping at 73.8 m.p.h., had plug trouble and dropped back. P. Fotheringham-Parker and the Dublin driver of Monte Carlo Rally fame, C. Vard, duelled keenly in XK120 Jaguars until Vard's brakes began to fade and the Englishman's car began to overheat in the engine department. Both had lapped at over 75 m.p.h.

In contrast to these unhappy ones Oscar Moore and Tom Meyer were going well in the two-seater 1950 H.W.M.s and having a private war of which Moore just had the better; Peter Clark was going very nicely in his DB2 Aston Martin with 75 m.p.h. laps, but very little faster than the other car entered by him, the 1,750 single-seater H.R.G., driven very competently by Mrs. J. Howard, who was competing in her first big race.

The two limit men, E. T. McMillen (1,250 TC M.G.) and M. P. Heaslett (ditto), took it in turns to lead the race for the opening half; but by the 20th lap they had been passed by H. Chambers, of Belfast (1,480 c.c. Vauxhall special); four laps later I. Catherwood, of Dublin (3,622 Bugatto-Ford), also went by. But Moss had already come up into fifth place and, two laps later, despite stopping for a fuel tank top-up, was third.

He passed Catherwood on the 28th lap and went out after Chambers; the Belfast man's slender chances were ruined by a four-minute stop on the 29th lap and Moss went on to win at the record speed of 81.21 m.p.h. For good measure he put the lap record up to 83.96 m.p.h. on his last lap.

Mechanical troubles were rife and only eighteen competitors finished.

Outright winner Stirling Moss with Duncan Hamilton, second man home. Both were driving H.W.M.s and their win was very popular. Hamilton is a great "trier."

Scratch men get away at the start of the Wakefield Trophy race. Left to right in front are Moss (H.W.M.), J. Kelly (1,485 c.c. Alta s) and R. Baird (1,496 c.c. Maserati s).

C. W. E. Maunsell's stripped H.R.G. on the outside of Newbridge Corner while W. A. H. Tinsley's XK takes the inner circle.

RESULTS

Handicap Race

1. H.W.M. 1,960 (S. Moss), scr., 1h 52m 59.8s, 81.21 m.p.h.;
2. Bugatti-Ford 3,622 (I. Catherwood), 4 laps 1m handicap, 1h 54m 28s, 80.85 m.p.h.;
3. H.W.M. 1,960 (D. Hamilton), scr., 1h 55m 25s, 79.45 m.p.h.;
4. H.R.G. 1,750 (Mrs. J. Howard), 5 laps 1m, 1h 55m 52s; 5, H.W.M. 1,960 (O. Moore), 5m 50s, 1h 57m 52s; 6, H.W.M. 1,960 (T. M. Meyer), 5m 50s, 1h 57m 54s; 7, M.G. 1,250 (M. P. Heaslett), 6 laps 1m 50s, 1h 58m 22s; 8, Morgan 2,088 (C. S. Porter), 4 laps 3m 50s, 1h 58m 22.2s; 9, Ford Spl 1,172 (F. D. Smythe), 4 laps 3m, 1h 58m 50s; 10, Aston Martin 2,580 (P. C. T. Clark), 1 lap 5m, 1h 59m 0s; 11, Vauxhall Spl 1,480 (H. F. Chambers), 5 laps 1m; 12, Lea-Francis 1,670 (W. J. Skelly), 3 laps 6m 50s; 13, Allard 3,917 (J. D. Titterington), 1 lap 3m; 14, V8 Spl 3,622 (J. Quinn), 4 laps; 15, Jaguar 3,442 (W. A. H. Tinsley), 2 laps 2m 30s; 16, Jaguar 3,442 (P. Fotheringham-Parker), 1 lap 2m; 17, M.G. 1,250 (W. Leeper), 2 laps 2m; 18, B.M.W. 1,996 (W. Dobson), 1 lap 1m.

Wakefield Trophy (Scratch) Race

1, H.W.M. 1,960 (S. Moss), 81.21 m.p.h.; 2, H.W.M. 1,960 (J. Duncan Hamilton), 79.45 m.p.h.; 3, H.W.M. 1,960 (O. Moore), 75.65 m.p.h.; 4, H.W.M. 1,960 (T. M. Meyer), 75.63; 5, Aston Martin 2,580 (P. C. T. Clark); 6, Allard 3,917 (J. D. Titterington).

2,000 c.c. Unsupercharged (Scratch) Class

1, S. Moss; 2, J. Duncan Hamilton; 3, O. Moore.

Record lap: S. Moss, 3m 31.8s, 83.96 m.p.h.

The Autocar ROAD TESTS

An unusual feature on the Buick is the pair of indicator lights mounted low on the grille. This, with its attendant bumper, is of somewhat ponderous proportions. The bumper provides abutment for the jack.

DATA FOR THE DRIVER

BUICK 41

PRICE, (at factory) with saloon body, $1,858 = £663 4s 4½d. Not available in Great Britain.

ENGINE : 32.51 h.p. (R.A.C. rating), 8 cylinders, overhead valves, 80.96 × 104.77 mm, 4,316 c.c. Brake Horse-power : 120 at 3,600 r.p.m. Compression Ratio: 6.6 to 1. Max. Torque: 215 lb ft at 2,000 r.p.m. 20 m.p.h. per 1,000 r.p.m. on top gear.

WEIGHT (in running trim with 5 galls fuel) : 34 cwt 1 qr 1 lb (3,837 lb). Front wheels 52 per cent ; rear wheels 48 per cent. LB per C.C.: 0.89. B.H.P. per TON : 70.17.

TYRE SIZE : 7.60 × 15in on bolt-on steel disc wheels.

TANK CAPACITY : 15.6 English gallons. Approximate fuel consumption range, 16–18 m.p.g. (17.7–15.7 litres per 100 km).

TURNING CIRCLE : 39ft 6in (L and R). Steering wheel movement from lock to lock : 4¼ turns. **LIGHTING SET** : 6-volt.

MAIN DIMENSIONS : Wheelbase, 10ft 1½in. Track, 4ft 11in (front and rear). Overall length, 17ft 0⅝in ; width, 6ft 4⅝in ; height, 5ft 5⅛in. Minimum Ground Clearance : 7⅛in.

ACCELERATION

Overall gear ratios	From steady m.p.h. of 10–30 sec	20–40 sec	30–50 sec	40–60 sec
3.9 to 1	9.4	9.2	9.6	11.4
6.47 to 1	5.6	6.2	7.9	—
10.41 to 1	4.7	—	—	—

From rest through gears to :—

	sec		sec
30 m.p.h. ..	5.6	60 m.p.h. ..	22.7
50 m.p.h. ..	15.0	70 m.p.h. ..	32.7

SPEEDS ON GEARS

(by Electric Speedometer)	M.p.h. (normal and max)	K.p.h. (normal and max)
1st	28–38	45–61
2nd	50–60	80–97
Top	83	134

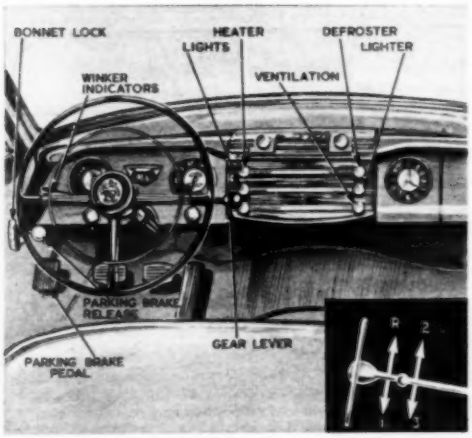
Speedometer correction by Electric Speedometer:—

Car Speedometer		Electric Speedometer m.p.h.
10	=	7
20	=	16
30	=	25
40	=	33
50	=	43
60	=	49
70	=	57
80	=	64
90	=	72
100	=	83

WEATHER; Rainy, with gusty wind. Air temperature, 73 deg. F.

Acceleration figures are the means of several runs in opposite directions.

Described in "The Autocar" of January 26, 1951.



No. 1442: BUICK 41 SALOON

OF the cars available outside Great Britain, at a list price of the equivalent of less than £700, the Buick 41 is good value for money, when judged by normal standards of comfort and performance. Although it is produced with a conventional straight eight overhead valve engine and synchromesh gear box, Dynaflow hydraulic transmission can be supplied at extra cost. It is of interest to realize, when automatic transmissions are usual on American cars, that quite a large number of models is still fitted with a normal gear box. The car made available to *The Autocar* by General Motors Continental, at Antwerp, for testing in Belgium, had a manually operated synchromesh box.

With a maximum speed of well over 80 m.p.h., this car can obviously be considered as quite a high performance machine, especially as it has first-rate acceleration from the lower speeds—a much more important and desirable quality than high top speed to the majority of owners. The 4.3-litre engine, running with a compression ratio of 6.6 to 1, is very flexible, and on top gear the car will accelerate quickly and smoothly from speeds as low as 7 m.p.h. This makes the car very easy and pleasant to handle, and means that, if desired, gear changing can be reduced to an absolute minimum. On the other hand, if full use is made of the three-speed gear box, the superb acceleration on second gear will permit an average speed of well over 40 m.p.h. to be maintained even on roads where the traffic density makes frequent overtaking necessary.

All normal main-road hills can be climbed on top gear, and for gradients of the order of 1 in 8 a change down to second gear is rewarded by a very brisk climb, one that gives the impression that the 120 horses are in a hurry to get home. Gear changing is by means of the now usual type of steering column control; although this leaves nothing to be desired if a slow change is made, snappy changes are liable to beat the synchromesh, and produce a slight "crunch." Also, the neutral position location of the lever is by springs which could with advantage be a little more positive in operation, as it is possible for the lever to stop in a position half-way between neutral and one of the gears. Both first and second gears are audible from inside the car.

Coil springs are used for both front and rear suspension systems. In the wishbone type independent front suspension an anti-roll torsion bar is also used, while the semi-floating rear axle is located by trailing arms, a torque tube and a Panhard rod. The resulting ride is, generally speaking, very good, but surprisingly enough, in view of the location system, the rear axle did show a tendency to hop on

This view emphasizes the generous ground clearance, but perhaps throws the "sharkish" nose too much into prominence to give the best impression of the car's appearance.

As often with American cars, the rear view is more pleasing than the front. It reveals the spacious interior terminated by the curved rear window, and gives the impression of a speedy car, which the Buick is.

ROAD TEST . . . . . continued

The model tested had a normal transmission and the steering column lever is small and unobtrusive. Such a view reveals the roomy interior, with front seat comfort for three.

rough surfaces; more so, in fact, than usually applies with a leaf-spring type of rear suspension, where there is a considerable amount of interleaf damping friction. Also, at certain speeds the car has a tendency to transmit a motion to the passengers that can only be described as something between a slow pitch and a gallop. On corners, the roll is not excessive, but there is a considerable amount of tyre squeal if fast cornering is attempted.

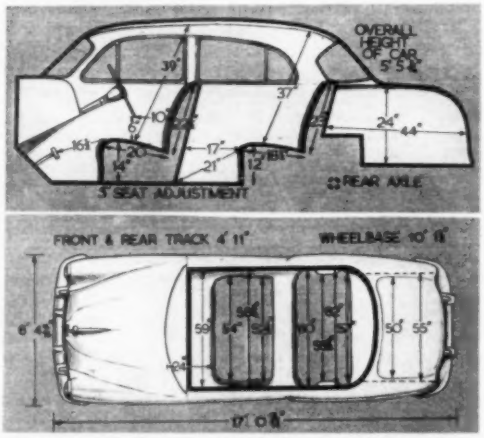
The steering is light but positive, though the large number of turns of the wheel from lock to lock, if perhaps necessary for manœuvring easily in a confined space, prevents the car from having a sense of precise high-speed control. Although there is a very slight amount of understeer on bends, it does not seem to produce the directional stability on the straight that is desirable for high-speed driving, especially on narrow roads. By this it is not meant that the car is directionally unstable, but that some degree of concentration is required to prevent it from deviating slightly from the desired path.

The twelve-inch hydraulically operated brakes are smooth in operation and quite powerful, without having a tendency to "grab," but some fade was experienced under the severe conditions imposed during the performance testing. A slight amount of fade was also revealed on the road, but this took the form of front-end fade only, and the rear wheels were still capable of being locked solid.

Although a present tendency is to reduce the number of pedals from three to two, the Buick has four: the normal clutch, brake and throttle pedals, plus a foot-operated parking brake, which, although unusual to a driver accustomed to the normal arrangement, is extremely simple to operate, and permits a greater leverage to be obtained than with the usual mechanism. It automatically locks on when pressed, and is released by pulling a small button just below the facia. The clutch pedal is very light and smooth in operation.

The driving position permits a good forward view, but the right-hand wing line is obscured by the high bonnet. Nevertheless, the Buick "bomb sight" style motif enables the driver to position the car well. All the major controls are placed handily, and good support for the driver's back and legs ensures a minimum of fatigue after a long spell at the wheel. The main brake and clutch pedals tend to protrude more than the throttle, and although this is no salient disadvantage for normal driving it does prevent a "heel-and-toe" action on a hill, or when braking before changing down for a corner.

It is interesting to note that a slightly different driving

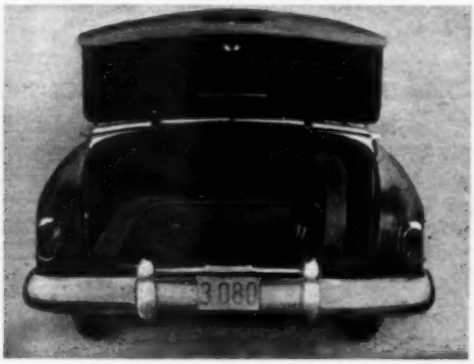


Measurements in these scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed.

technique is necessary because of the foot-operated parking brake, when starting from rest on a hill or when stopping in traffic. With this parking brake it is necessary to place the gear lever in neutral, remove the foot from the clutch pedal, and then press the parking brake pedal. When re-starting, the gear is engaged, and, with the foot on the clutch pedal, the foot-operated parking brake is released by means of its manual button, with the left hand.

The facia layout is both functional and a little ostentatious. The centre portion consists of a massive plated grille pressing, behind which can be mounted the radio loud-speaker. The small controls are mounted in two lines vertically below the ashtray and are labelled. On the car tested, the top pair of controls labelled Heater and Defroster were dummies, as this extra equipment was not fitted. A circular speedometer and combination instrument for petrol, oil pressure, water temperature and charge rate are grouped in a convenient position on the left of the facia.

Below the speedometer is a three-position switch which enables the key to be removed from the lock without switching off the engine. The light switch, apart from operating the head lamps, also controls the instrument lighting and two small lights mounted on the chromium-plated radiator grille. These are automatically switched on when either of the front doors is opened. On the right of the facia (in a left-hand drive car, as tested) is a lockable glove box, which is automatically illuminated when the lid is opened. The bulb of this light is not shielded, and is liable to cause annoyance to the driver if the lid is opened at night.



Conveniently capacious, the Buick luggage locker fulfils even the exceptional demand for luggage space.

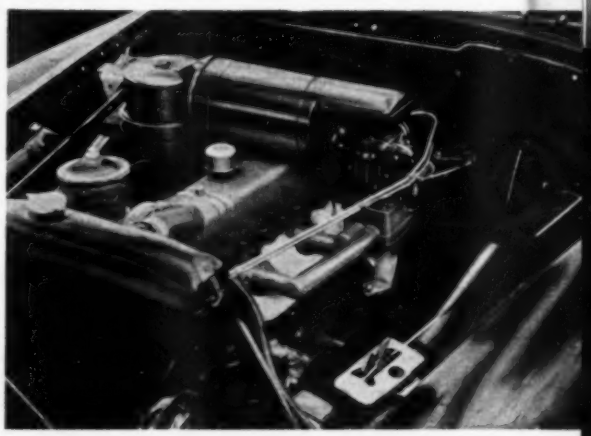
The curved one-piece windscreen provides good forward vision. It enables the screen side pillars to come sufficiently far back to cause no inconvenience or interruption of view. Rear vision is extremely good through the generous rear windows, which extend forward slightly to the rear quarters of the car. Operated by inlet manifold suction, the windscreen wipers are powerful, but they are not as fast as might be desired when the car is driven at large throttle openings in very heavy rain. Some peculiarity of the air stream over the car caused rain to be blown up the screen almost as quickly as the wipers pushed it down.

The interior is upholstered in broadcloth and whipcord, and it is extremely comfortable and pleasing to the eye. The interior was in two-tone grey, while the bottoms of the seats and the lower door casings were trimmed with dark blue leather-cloth. A fresh air system is built in as part of the standard equipment, and it consists of two ducts of generous proportions, with entries just to the rear of the radiator grille. At even moderate speeds a large quantity of air is brought in. If a heater is fitted these intake ducts form part of the "fresh air" system.

This model has winding handles for the front quarter-lights, which give a positive and adjustable opening. The interior finish, with grey cloth and attractive rubber flooring, is easily cleaned and pleasing to the eye.

In keeping with the proportions of the car, the luggage space is large. It is automatically lit by a built-in lamp which is switched on when the lid is opened. The head lights are quite powerful, and the beams provide an adequate spread, even for high-speed driving at night. The foot-operated dip switch, placed below the parking brake pedal, is well placed for convenient operation. Engine starting is effected by depressing the throttle pedal. An instantaneous start was obtained at all times during the test.

The eight-cylinder power unit does not occupy as much space as might be expected. Manifolding from the downdraught carburetter is well hot-spotted from the exhaust system. Bonnet retention is somewhat unusual, as the whole panel can be removed in its entirety if desired.



Typical scene at Prescott. A view of assorted cars (and people) in the competitors' (Orchard) paddock.

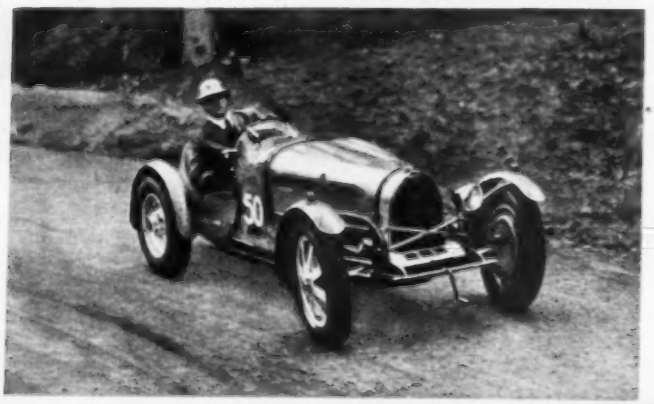
A GREAT PRESCOTT

WHARTON MAKES F.T.D. AND ROMPS HOME IN HILL-CLIMB CHAMPIONSHIP

ON Sunday the Bugatti Owners' Club held what was probably the best hill-climb ever at Prescott. Ken Wharton, already holding a decisive lead in the national hill-climb championship for the year, returned from Ireland just in time for a late practice at Prescott and the event itself, driving his blown 1,000 c.c. Cooper and the new Kieft 500. Hill record holder S. H. Allard was ready with his sports Allard and the Steyr-engined four-wheel drive creation. Archie Butterworth had the similar Steyr-engined A.J.B. with which he had done so well at the Brighton speed trials—and so one could go on: Clive Lones' 500 to defend his half-litre title, Stubberfield's Bugatti, Shawe-Taylor's E.R.A., Denis Poore's huge Alfa . . .

The new record holder (Ken Wharton) in the process of achieving that title in the 1,000 c.c. supercharged Cooper-J.A.P.

Type 35B Bugatti (Hon. E. G. Greenall) going well in Class three.



Conditions were ideal: not enough sun for the spectators, but the course was dry. Interest in the hill-climb programme was interrupted only by the cavalcade of Bugatti cars *par excellence*, and Sparrowe's Morgan catching fire in the paddock, and not by timing or speaker breakdowns, or Acts of God. Racing cars had three runs each and, with a total of ten classes, the day was packed with excitements. Amongst the sports cars the Lester-M.G. of R. J. L. Threfall beat Hern's Amilcar and Chapman's Lotus-Austin in the first class—all three outstanding cars being in the 51.14 to 52.29 sec class.

The first record fell in the second class, for sports cars up to three litres or (1½ litres blown). G. Tyrer, with the Mille Miglia F.N.-B.M.W., lowered his own record from 50.23 to 49.78 sec. Allard's record of 47.96 sec in the over 3-litre class remained undamaged, the holder winning the class at 48.16, with E. D. Parker's Jaguette second with 48.91 sec. Sydney Allard then proceeded to get his own back on Archie Butterworth for Brighton, with 44.74 sec in the Steyr-engined car. Shawe-Taylor's E.R.A. took second with 45.92, while Butterworth managed "only" 47.45 sec.

After Tyrer had taken the 2-litre racing class with 48.71 sec the 500s took the stage. Their record was previously the 47.03 sec put up by Lones and on Sunday, against such opposition as Wharton in the Kieft and Alan Rogers' Mark V Cooper, Lones was inspired. On his first run he slashed his time to 45.66 sec, which should stand for a long, long time.

This started real excitement and when Poore in the next class reduced the record for the hill to 43.98 (from 44.26 sec), the question on all sides was what would Wharton do in the Cooper 1,000? J. Willment (Bugatti) ran second to Poore with 47.06, with Peter Stubberfield third (47.56).

"Class 8 (Racing Cars—Twin cylinder—over 500 c.c. unblown or blown)" read the programme. To everyone at Prescott it read "99. Ken Wharton, Birmingham, Cooper-J.A.P., 996 c.c. supercharged, first run . . . ." Blunt pencils were soon noting 44.10 for that first run, then the new Prescott record was excitedly hailed: 43.81 sec! A substantial reduction on

PROVISIONAL RESULTS

Sports Cars

Up to 1,500 c.c. u-s. 1,100 c.c. s: 1, Lester-M.G. 1,467 (R. J. L. Threfall), 51.14s; 2, Amilcar 1,097 s (V. J. Hern), 51.54s; 3, Lotus-Austin 747 (A. C. B. Chapman), 52.29s.

1,501 to 3,000 c.c. u-s. 1,101 to 1,500 c.c. s: 1, Fraser Nash-B.M.W. 1,971 (G. Tyrer), 49.78s (record); 2, Fraser Nash 1,971 (D. C. Pitts), 51.04s; 3, Turner-Leaf 1,767 (K. H. F. Rose), 52.35s.

Over 3,000 c.c. u-s. 1,500 c.c. s: 1, Allard 5,420 (S. H. Allard), 48.16s; 2, Jaguette 2,664 s (E. D. Parker), 48.91s; 3, Allard 4,375 (O. Warburton), 48.92s.

Racing Cars

Up to 4,500 c.c. u-s. 1,500 c.c. s, with 4 or more cylinders: 1, Allard 4,500 (S. H. Allard), 44.74s; 2, E.R.A. 1,488 s (B. Shawe-Taylor), 45.92s.

Up to 2,000 c.c. u-s. 500 c.c. s: 1, Fraser Nash-B.M.W. 1,994 (G. Tyrer), 48.71s.

Up to 500 c.c. u-s: 1, Tyrer Kitten (C. Lones), 45.66s (record); 2, Cooper-J.A.P. (C. A. N. May), 46.70s; 3, Kieft-Norton (K. Wharton), 46.74s.

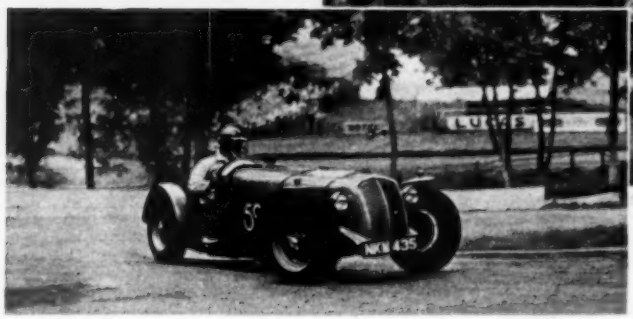
Over 4,500 c.c. u-s. over 1,500 c.c. s: 1, Alfa Romeo 3,800 s (R. D. Poore) 43.98s (record); 2, Bugatti 2,251 s (J. Willment), 47.06s; 3, Bugatti 2,261 s (P. J. Stubberfield), 47.56s.

Over 500 c.c. u-s or s. twin cylinder: 1, Cooper-J.A.P. 996 s (K. Wharton), 43.81s (record); 2, Cooper-J.A.P. 998 (J. D. Barber), 46.36s.

Team event: 1, team 4—Monaco-Norton 498 (C. J. Tipper), Tyrer Kitten 497 (C. Lones), Cooper 497 (A. Rogers). 2, team 3—Bugatti 2,261 s (P. J. Stubberfield), Bugatti 2,272 s (Hon. E. G. Greenall), Bugatti 1,990 s (J. M. Perkins).

the previous best. Later, on his third run, Wharton borrowed B. E. Bradnack's Cooper and recorded 48.14 compared with Bradnack's own 48.27—so there's quite a lot in the car as well as the driver.

The whole programme was run off with most commendable efficiency, everyone being kept well informed about the proceedings, cars and drivers. Perhaps the third runs are worth a second thought—10 a.m. to 7 p.m. (in the programme) is a long day and, unlike last Sunday's programme, delays can happen! However, this meeting was certainly one of the finest.



Above: Between Orchard corner and Pardon hairpin—an important piece of Prescott. (P. K. Braid's Cooper-Norton). Left: G. D. Parker's extremely fast Jaguette, with which he took second place in his sports car class to S. H. Allard.

SILVERSTONE SPEED TRIALS

M.C.C. MEMBERS HAVE A DAY OUT

ALL those drivers who would like to try their hand at racing but hesitate to take the plunge had a good chance to indulge in a little competition work last Saturday, thanks to the efforts of the M.C.C., who had their annual high speed reliability trial at Silverstone.

For the first two events, the one-hour trials, the standard of driving was very high. The two really sharp corners, Stowe and Copse, very soon had a layer of rubber on the surface and there were a few hectic moments every now and then. W. A. Jacobs dented his Jaguar XK120 when he entered Stowe a little too rapidly and demolished a line of boundary posts. He carried on, albeit a little too slowly. Reg Harris, the champion cyclist, driving an ex-Bob Gerard Riley, stopped with an ominous silence coming from his engine. D. O'M Taylor, in another XK120, was cornering very rapidly and holding in line extremely well on each lap. The older Bentleys took the bends solidly—one could almost imagine their smiling to themselves as they heard the squealing tyres of more modern cars.

In the first race of the day, L. Wood driving his 3½-litre Jaguar was the winner, though C. Partridge, in another 3½, pressed him hard and was actually leading in the third lap. In the next 5-lap race it was XK120s all the way although O. A. Batten, in an enormous 8-litre Bentley saloon, put up a very good show. Many drivers changed up much too soon after they left the bends, and some of the Jaguar brigade took full advantage of this to pull away in a most impressive manner.

Great fun was provided in the team relay race—there were a number of slightly malicious folk who wanted to see a car break halfway through a lap so that they could see the unfortunate driver *run* with his baton all the way round to his team mates! The Bentley team won this event, although the "A" team—comprising L. Wood's Jaguar, E. Williams' Lea-Francis and R. Biggs' Riley—was very close on the last lap.

For the last event of the day, the winners' handicap race, speeds were surprisingly high, and Taylor was sliding through the bends very fast. The cornering was a little tricky, owing to the now quite heavy layer of rubber, but no nasty incidents occurred. L. Wood was also putting up a much-better-than-average show, and overtook R. Biggs (Riley) on the inside at Stowe in beautiful style.

At the end of the meeting there was a bit of bother over racing numbers. Somebody had used white enamel instead of "washable white," and competitors were having more than a little trouble in removing the numbers. Still, it's all part of the unexpected. . . .

Tight formation: The Barrow Special (J. H. Barrow), being pressed by E. A. Snow's XK120.

PROVISIONAL RESULTS

First One-hour Trial:

First-class awards: Jaguar 3,442 (L. Wood), Jaguar 3,436 (P. W. Wilson), Barrow Spl. 2,275 (J. H. H. Barrow), Healey 2,443 (C. M. Kemp), M. G. 1,708 (C. M. Davies), Alvis 1,943 (W. J. Weston), Lea-Francis 1,767 (E. Williams), H.R.G. 1,498 (A. O. Gomell), H.R.G. 1,496 (Mrs. N. Mitchell), H.R.G. 1,416 (J. M. Richmond), H.R.G. 1,496 (L. E. Gibbs), H.R.G. 1,496 (P. Allott), Lancia 1,358 (R. S. O'Neill), Jowett Jupiter, 1,486 (A. Thomas), Austin 1,200 (P. W. J. Bolton), M.G. 1,250 (R. K. Hutton), M.G. 1,250 (H. C. Bradford), M.G. 1,250 (M. R. G. Llewellyn), Fiat 1,098 (F. Morrish), M.G. 1,250 s (J. A. H. Hiscock), M.G. 1,250 (P. C. Hill), E.R.P. Spl. 1,172 (E. W. H. Brooker), Sunbeam-Talbot 1,185 (C. Oldfurry), Morgan 4/4 1,267 (F. W. Hughes), H.R.G. 1,074 (Miss J. M. Bode). **Second-class award:** Sunbeam-Talbot (R. V. Fulland).

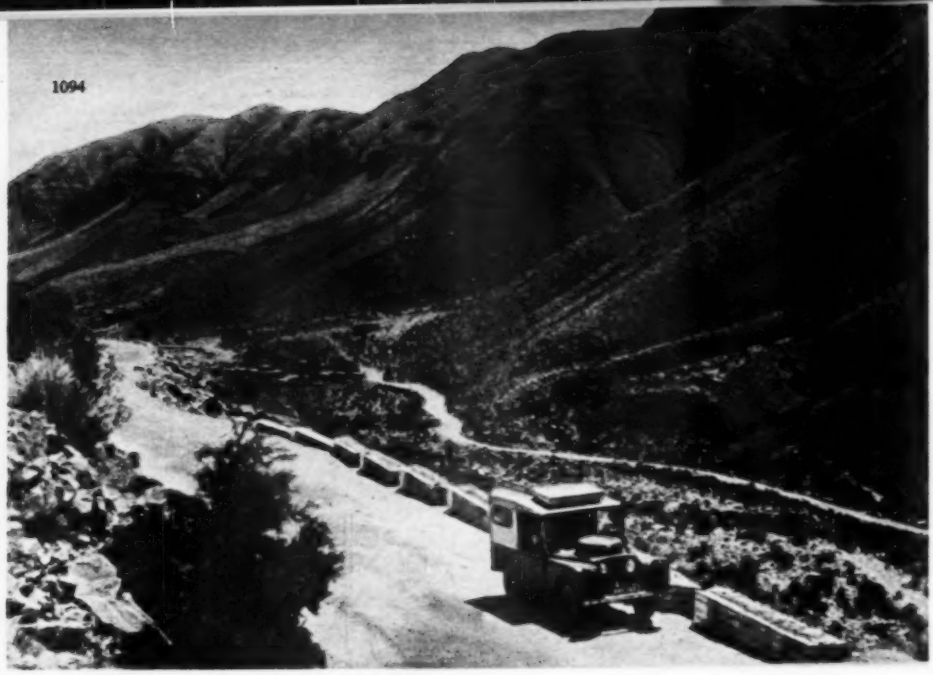
Second One-hour Trial:

First-class awards: Jaguar 3,442 (W. B. Black), Jaguar 3,442 (W. A. Jacobs), Jaguar 3,442 (D. O'M. Taylor), Bentley 4,376 (G. McDonald), Jaguar 3,442 (S. J. Bobbler), Jaguar 3,442 (E. A. Snow), Allard 3,500 (A. Pitts), Austin 2,660 (A. Valls), Healey 2,443 (A. E. Hely), Barrow Spl. 2,275 (J. H. Barrow), Aston Martin 1,964 (Mrs. M. E. Stanislom), Aston Martin 1,495 (D. Elwell-Smith), Frazer Nash 1,489 (E. H. Kay), H.R.G. 1,453 (H. Gilling), H.R.G. 1,074 (J. H. King), M.G. 1,087 s (E. H. Heath), M.G. 1,250 (R. H. Lambert), Riley 1,086 (H. Cocker), M.G. 1,250 (M. R. Eley), M.G. 1,250 (H. R. White-Smith), M.G. 1,250 (P. J. Dallaxher). **Second-class award:** Triumph 1,776 (A. Boyle). **Third-class awards:** Jaguar 100 3,485 (A. L. Mason), Bentley 2,996 (W. S. Kenyon), M.G. 1,287 (H. J. Walker).

Scratch race (8 laps): 1, Jaguar 3,442 (L. Wood), 74.08 m.p.h.; 2, Jaguar 3,500 (C. Partridge); 3, Jaguar 3,442 (D. O'M. Taylor). **1st handicap race (8 laps):** 1, Bentley 4,398 (J. A. Williamson), 1m 20s handicap, 67.61 m.p.h.; 2, Aston Martin 1,495 (E. Elwell-Smith), 1m 50s; 3, M.G. 1,087 s (E. H. Heath), 1m 30s. **2nd handicap race (8 laps):** 1, H.R.G. 1,496 (Mrs. R. B. Gibbs), 1m 40s, 62.66 m.p.h.; 2, Jaguar 3,486 (P. M. Wilcock), 0m 45s; 3, Barrow Spl. 2,275 (J. H. H. Barrow), 1m 30s.

Team relay race (18 laps): 1, Team D—Bentley 4,398 (J. A. Williamson), Bentley 4,398 (D. Chapman), Bentley 2,996 (J. H. Bailey); 2, Team A—Jaguar 3,442 (L. Wood), Lea-Francis (E. Williams), Riley 2,443 (R. Biggs).

Motor Sport Handicap Race (6 laps): 1, Bentley 4,398 (D. Chapman), 68.91 m.p.h.; 2, Jaguar 3,442 (W. B. Black); 3, M.G. 1,087 s (E. H. Heath).



Top: In Baluchistan, with solid masonry "straw bales" between traffic and the valley below. Above: Crossing an Indian bridge by train. Indian rivers have a railway bridge only, for many crossings. Below: A barbarous road surface in a charming country: just inside the Greek border.

Land-Roving

THE TALE OF ONE OF THE TOUGHER

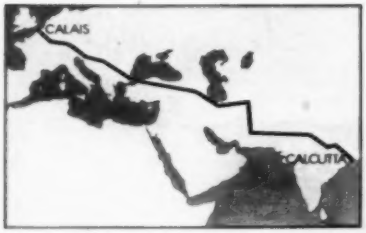
OUR trip took 26 days overland from Calcutta to Calais in a Land Rover lent by a Calcutta garage. With Jimmy Madle, the co-driver, and myself, the outfit left for Delhi on April 21 this year. There had been next to no planning, and our only map was one to a scale of one in *five million*, of U.S. Air Corps origin. Equipment included a heater and an extra fuel tank—total capacity with some Jerricans 38 gallons. The extra range proved necessary! By way of the Grand Trunk road, we got to Delhi on April 24 by a route including Benares, Allahabad and Kanpur. The first real stop was at Lorelai, in Pakistan, after 1,000 miles.

No water or fuel was available on the desert road to Iran, and at night warm flying jackets were required, after the midday 106 deg F. Even inhabitants were scarce, and the half-dozen we did see seemed to have come from nowhere. High spots on the route to Teheran, which we made by May 2, were a 16-hour wait for a police permit at Duzdap, and 80 miles of road crossed by foot-deep watercourses on the way to Meshed. On the whole, Persia gave the dampers and springs about as bad a time as can be imagined.

In a Persian Black Market

Anything can happen in this region, and when we needed money the bank at Teheran advised us to try the black market. "A much better rate," it was explained to us. In fact, the black market was installed in the bank's main hall. There was a charming Englishman who dealt in opium, too . . . . "Men are unwise, and curiously planned," in the words of *Hassan*, and with the polite but awkward police we did not leave until May 3.

After Tabriz, an unplanned detour took us almost into the arms of Mother Russia, for Julfa—and we were within three miles of it—is on the border. Hill roads, at night, and with thunderstorms for full measure, conducted us to



from India

JOURNEYS OF THE MOTORABLE WORLD

Khoi, on the Turkish border. Military posts in Persia had delayed us; usually the officer was lonely and we took tea with him, but in Turkey everyone was friendly, and the roads were good. We enjoyed a glimpse of the first real green vegetation since India; 6,273 miles were on the clock by Istanbul, and 1½ pints of oil had been consumed. We had crossed the Bosphorus by ferry and enjoyed a Turkish bath.

High Danger

Then Greece; and the route from the frontier at Orestias was memorably rough. We were nearly arrested on a mountain by a Greek corporal (he borrowed a rifle for the purpose) *en route* for the Yugoslav border town of Idomenhe. A guard with dismantled Sten gun escorted us over a road which (quite understandably) no one used. The route to Belgrade, once we were in, was fast, and from Belgrade to Zagreb we averaged 46 m.p.h. On May 14 we touched three countries, Yugoslavia, Italy, which we entered briefly, and then Austria. The Rover's low first gear was required on some of the mountain roads here.

At Mozart's birthplace, Salzburg, a pass from the U.S. authorities allowed us to go on to Munich. The strain was beginning to tell by now, and we were somewhat drastically assisted into France by benzedrine. We came by Metz, Lille, and then to Calais.

A puncture occurred, after a puncture-proof trip, only fifty miles from Calais, and this was the only mechanical trouble of the whole trip. We came into the port on May 17, and by now the mileage was 8,825. Apart from customs delays, and about four hours pleasantly spent in Salzburg, we had come without a real halt, and the average consumption worked out at between 21 and 27 m.p.g., according to the cruising speed chosen. The Land Rover had used less than a gallon of water.

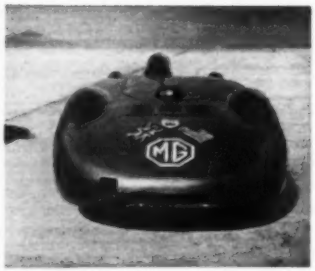
W. P. MITCHELL.

Top: The Land Rover lurches across stony ruts while crossing from Greece to Yugoslavia. Above: A market street in Pakistan, the shops black and shaded in contrast with the bright and dusty road. Below: A pleasant waterside stretch near Alexandropoulos.

BRITISH ACHIEVEMENT

GOLDIE GARDNER DOES IT AGAIN IN UTAH WITH THE RECORD M.G.

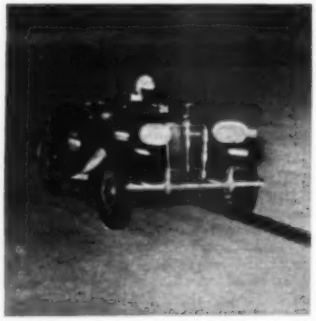
The little record-breaker is towed out on to the dazzling salt flats. ("Motor Trend" photograph.)



This front view shows the smoothness of the enveloping body. Right: The American TD M.G. which captured at the same time 23 American records, at dawn on the flats.

ALTHOUGH the full programme of record attempts could not be carried out, Lt. Col. A. T. G. Gardner's recent capture of six international and ten American records in Class F with his famous record-breaking M.G. was a notable performance in several respects. For the first time, the engine used in the car was a development of the standard 1½-litre power unit, using the standard crankshaft and bearings, fitted with a Shorrock supercharger; and the results obtained speak volumes for the durability and robustness of this unit.

The power output of the engine was raised to 92 b.h.p. for the longer distance records, which were the first attempted; it had been hoped to carry on for up to two hours, but a broken oil pipe forced a premature stop. Later, the compression ratio and supercharger pressure of the engine were raised to bring the power developed up to the altogether remarkable figure of 210 b.h.p. at 7,000 r.p.m.; with the engine in this form, records over short distances such as the flying mile and kilometre were to be attacked, but unfortunately a breakdown in the timing apparatus delayed matters considerably, and by the time this had been rectified the weather had deteriorated and the track was too waterlogged to permit the attempt to be carried out. Consequently, this part of the programme had to be abandoned. Those records actually captured were (subject to official confirmation) as follows:—



INTERNATIONAL CLASS F (1,100 c.c. to 1,500 c.c.)

	NEW RECORD	OLD RECORD
50 kilometres	127.8 m.p.h.	125.92 m.p.h
50 miles	130.6 "	124.40 "
100 kilometres ...	132.0 "	124.17 "
100 miles	135.1 "	119.01 "
200 kilometres ...	136.6 "	118.88 "
One hour	137.4 "	119.01 "
AMERICAN CLASS F:		
25 kilometres	132.6 "	none
25 miles	133.1 "	132.4 "
50 kilometres	133.4 "	none
50 miles	134.7 "	131.1 "
75 kilometres	134.5 "	none
75 miles	136.5 "	none
100 kilometres ...	135.8 "	none
100 miles	137.7 "	131.8 "
200 kilometres ...	139.1 "	none
One hour	139.3 "	66.04 "

During the short period of Lt. Col. Gardner's stay in Utah, a standard TD M.G., driven by Dick van Osten, captured a total of 23 American stock car Class F records, culminating in the 12-hour record at an average speed of 75.34 m.p.h. Altogether, a good week for M.G.s!

Celebration: Goldie Gardner (white helmet) is fifth from the right.

Grace

"Prima Ballerina of the Show"—*The Autocar*. "Indescribable Beauty"—*Le Matin, Paris*. "The most beautiful car in the whole exhibition"—*Touring-Bern, Switzerland*. "One of the best looking in the world"—*Daily Mirror*. "Remarkably modern yet in impeccable good taste"—*Le Monde, Paris*. "Achieved an objective which previously eluded British Manufacturers—unmistakably British yet with most modern lines"—*The Times*.

Space

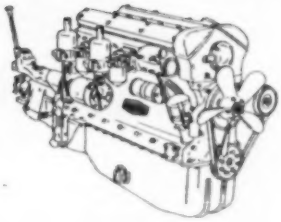
"Seats five to seven Adults. Four large suitcases, four golf bags and other personal effects can be accommodated in the luggage boot with the lid closed"—*Daily Telegraph*. "A roomy body that seats six in comfort . . . lots of luggage room"—*The Queen*. "Greater roominess . . . space in rear seat for three in comfort. Huge Luggage Boot"—*Daily Mail*.

Pace

"Well over 100 m.p.h. and phenomenal acceleration"—*Daily Telegraph*. "Can do a hundred plus miles an hour"—*New Yorker*. "The famous XK120 engine guarantees a genuine 100 m.p.h. *plus!*"—*The Queen*. "Will travel at 106 m.p.h."—*Daily Mirror*. "Britain's most outstanding car—and the fastest"—*Daily Herald*.

JAGUAR Mark VII

Powered by the world famous XK120 engine



CONDUCTING RUBBER

and shock-free travel

To take an established *insulating* material and, without altering any of its other characteristics, turn it into a *conductor* of electricity is no mean scientific feat. Yet that is just what Dunlop Research has done with rubber. The first and most important application of the new electrically conductive rubber was in the manufacture of tyres for aircraft which, when in flight, develop a static charge of up to 500,000 volts. Dunlop 'Ecta' tyres earth this electricity at the moment of touch down, and so greatly reduce fire risk from sparking. Road vehicles, too, develop static electricity, and, in order to lessen the risk of annoying electric shocks, and to improve car radio reception, all Dunlop public service vehicle tyres and 'Fort' car tyres are now made from a similar material. Dunlop electrically conductive rubber is a product of research which has already reached the world's markets. Inside the vast Dunlop Research Centre hundreds of new developments are coming steadily to fruition. They, in their turn, will ensure that Dunlop maintains its position–in the forefront.

DUNLOP RESEARCH

helps to give the world the Master Tyre

IH 145

OVERSEAS ENCOUNTER

by L. A. Ayton

HOW TO HAVE AN ACCIDENT

The M.G. after its mishap (top), which was serious enough to require a new chassis frame; and after repair in Bulle, as good as new.

(IF YOU MUST) WHEN ABROAD

BETTY and I were motoring gently after a shower, on our way from Fribourg to Geneva and France. Three days of rain in the mountains had evaporated our enthusiasm for Switzerland as quickly as our francs, and we were heading south in search of sunshine on the Côte d'Azur. Michael, aged eight, was in the back of the M.G., intent on collecting Swiss engine numbers from the railway near by, and we had not long passed through a little Swiss market town, Bulle, looking very pleasant in spite of the wetness.

Then things happened. My chain of thoughts ran:

What's he doing; he's going to hit us; he's hit us. "He" was a large pre-war Chevrolet with Swiss plates which suddenly appeared down-hill on a bend in a four-wheel skid, sliding crabwise at us. I tried to take to the hills, but got only as far as the hedge when the "Chev" arrived. To our fascinated horror it seemed to take hours to reach us, but it did, and the driver and I were eventually about four feet apart, gazing balefully at each other across mangled machinery and serenaded by his horn, which had jammed.

We all got out rather slowly, but despite the mess in front the coachwork was still sound and no glass was broken—thank you, Mr. Triplex—except the driving mirror. Betty had banged it with her head. We had minor bruises and cuts, but fortunately nothing serious. Michael's first reaction was to grab one of the many strawberries scattered all over the road, which had been shot out of the other car.

Then the fun began. First on the scene was a Citroen hire car, returning to a garage. The driver was a most capable Frenchman who helped us to separate ourselves and get the Chevrolet out of the middle of the road. While we were doing this another large car appeared quickly round the same bend, braked at the same spot and skidded into the hedge in front of us.

No one took much notice of him. We'd got our own party on and, after all, he hadn't been invited to join, so we left him to it as there was no apparent damage to his car. Then a Morris with G.B. plates and a kindly crew stopped, and Betty said she was never so glad to hear English spoken. They offered her comfort in the shape of tea, and as she and Michael seemed all right I went back to Bulle in another Citroen which offered help, to fix up with the police and the garage.

This second Citroen had a French owner on his holidays, accompanied by a very lovely lady. We stopped at the first Hôtel de Ville we saw and presented ourselves to a large gendarme. Although the crash was off his beat, he took down all particulars and promised to do the necessary telephoning. Then he took me aside and asked if my French friend was involved in the accident. I confirmed that he was not, so with cheerful handshakes all round he was allowed to depart. As he drove off the gendarme dug me in the ribs with his elbow, pointed to the lovely blonde, and chuckled, "I'd like to have an accident with her." Privately, I agreed, but—not a word to Betty about this (thank you again, Mr. Triplex).

This particular Hôtel de Ville most conveniently incorporated a café, where my gendarme friend pushed a couple of stiff prune juices into me and insisted on getting someone to bathe my knee while we waited for the breakdown van.

Robert, the hire car driver, turned up first with the Citroen, so we went back to the accident. The family seemed to be all right, and the local gendarme, even larger, was in charge, surrounded by quite a crowd. By now the strawberries had been pretty thoroughly trampled and must have been a horrifying sight to passers-by seeing the crumpled cars. Although I had missed some of the party, I soon gathered that the other driver had either admitted being to blame or that the weight of evidence was conclusively in my favour, for all seemed to be going well.

"Non Comprong—Anglais!"

To my mind there are two ways of dealing with such a situation. If one's French is not too good, I think it is best to remain aloof—distant but friendly. An occasional coarse expletive is permissible, to hint at the fires behind that icy exterior, but nothing more. The rest will soon find someone who can explain the situation in English.

On the other hand, if one's French works reasonably, it is much more fun to join in. Nobody listens to you, but they are quite obviously delighted to have you there. I did so and then came my interrogation by the genial gendarme. Passports, carnet, international licence, insurance and other papers were produced, all in order, and particulars were noted on a long accident report form.

The proceedings were interrupted several times by passing locals, all of whom the gendarme seemed to know and who came across to shake him by the hand, and by cars and coaches with British, French, Swiss, Danish, Swedish and Dutch plates stopping to offer assistance. Only two cars with G.B. plates passed without stopping, the occupants obviously considering that the whole business of

OVERSEAS ENCOUNTER

continued

having an accident in foreign parts was rank bad form, and, anyway, they hadn't been introduced.

After quite a long time we neared the end of the form without incident, until there remained only three questions.

"What was your father's Christian name, M'sieur?" "James," I replied. "And your mother's?" "Mary." "And, now, M'sieur, what was the before-marriage name of your mother?"

The sheer unexpectedness and apparent irrelevance of this question left me dumb for a moment. Then I remembered, and told him. It didn't register. I spelled it, B-E-D-F-O-R-D. A delighted smile appeared. "Bedford, the same as the truck," he chortled. The audience was equally pleased. This marvellous Englishman, whose mother's name before marriage was the same as the truck, was obviously without blame.

No Gnashing

From then on I could do no wrong. The contrite gentleman who had biffed us said, "It is so difficult to understand the English. Your car is accidented, your journey is terminated, yet you smile and do not rage." I asked him what else there was to do in the circumstances, but he couldn't say. Eventually we went back in the Citroen to Bulle, leaving the car to be towed in, and installed ourselves at the excellent Hôtel des Alpes, where M. Gaillard, the cheerful *patron*, restored our faith with good wine, good food and comfortable rooms clean as a whistle.

Next day was fine, so I went to find the M.G. at the Garage Moderne; Betty set out to look for a cup of tea, and Michael found himself a girl friend in the *patron's* young daughter, and also some new engines at the railway station opposite.

No doubt about it, the car was gravely accidented. The problem of spares came up, but when I said that I knew Heinz Keller, the M.G. distributor in Zurich, and a well-known trials driver, the effect in the garage was electrifying—something like walking into a small garage in England and saying that one was a personal friend of Henry Ford.

We telephoned Zurich and I told Mr. Keller what had happened, and then my garage and his spares department got together. With an English parts list we sorted out the spares in both French and German to make sure.

Next morning, Thursday, a very helpful insurance inspector from the other owner's side came along, and really went to town on the broken bits. Anything damaged he condemned with the enthusiasm of a R.E.M.E. officer who thinks Ordnance have plenty of spares, and, among other parts, we eventually ordered a new chassis, left-hand front suspension, steering mechanism, a radiator and shell, a wing, a wheel and so on. These were sent by express, a few parts were flown out from England by Nuffield Exports, and the organization and co-operation everywhere were so wonderful that it all left me a little breathless.

Escape to Nice

By the Saturday we had had enough of Bulle, which is a nice little town with very nice people—but little with which to entertain the visiting foreigner. We hired a baby Renault for a week and set out for Nice and sunshine, but before departing I asked the garage when the M.G. would be ready, as I had to leave Switzerland the following week-end to get back to Dunkirk.

They said it would be ready on the following Saturday. I must have looked a bit doubtful, for they quickly added, "Of course it will be ready. We have promised."

Our trip with the Renault was grand but uneventful, and inspired a high regard for this sturdy little car. When we got back to the Hôtel des Alpes in Bulle on the following Saturday evening, one of the garage executives was there to meet us. He wanted to know if we'd had a good time and good weather, and how the Renault was. I interrupted to know how the M.G. was. "It is ready, of course. We promised."

And so it was. The painting had been finished that afternoon, and matched perfectly. The car looked like new, and much cleaner than a fortnight earlier. Everything worked as before, apart from some stiffness in the new steering, and we were lost in admiration at the workmanship and speed of the Swiss mechanics. After all the kindness we had received we thought very highly of Bulle and its inhabitants, but we were quite relieved to get the car back into France next day in one piece.

The moral of this story, therefore, is that if you *must* have an accident abroad, have it in Switzerland, where the garages are so good and the insurance companies so helpful. Above all, don't forget your mother's before-marriage name, even if you cannot be the son of a truck.

Two-storey Statesman

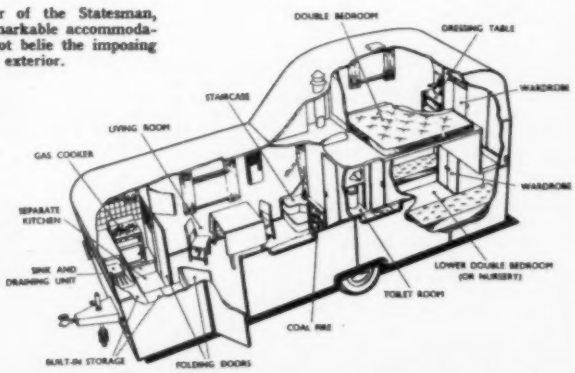
LIVING caravans remain solidly in demand, and are likely to continue to do so at least for some years. Now, the range of living vans has been increased by an important newcomer, the Statesman, from Berkeley Coachwork, Ltd., Great Portland Street, London, W.1.

The ground floor contains the kitchen at the forward end with the living-room next to it. The door enters this room at the farthest point from the coal fire-place. Next come the staircase and toilet, with a twin-bedded room at the rear. The upper bedroom is largely occupied by the bed, wardrobe and dressing table.

Experience gained with other models has ensured that full use is made of all "spare" space for storage. Among features worthy of special note are the linen cupboard upstairs through which passes the chimney, a static tank shower arrangement in the toilet, and the ventilation provided for the lavatory.

Chassis frame construction is very simple, the double skin hardboard body being essential to overall rigidity. A normal beam axle and leaf springs are used. Although this caravan is intended primarily for living purposes, good towing qualities are claimed. The length of the Statesman is 22ft, width 7ft 6in, height 12ft 5in, and the weight, ex works, 42cwt. The price is £1,065.

The interior of the Statesman, with its remarkable accommodation, does not belie the imposing exterior.



LANCASTER · HURRICANE · WHITLEY

The Cars of Individual Character

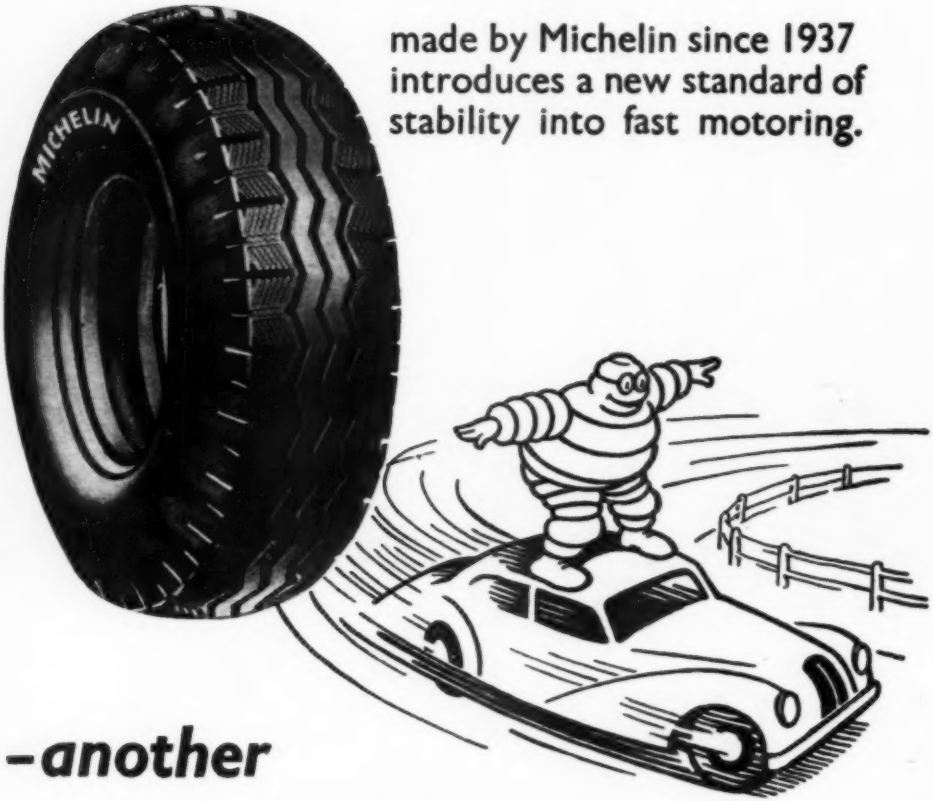
LANCASTER · HURRICANE · WHITLEY

The Cars of Individual Character

ARMSTRONG SIDDELEY

The BROADBASE TYRE

made by Michelin since 1937 introduces a new standard of stability into fast motoring.



–another

MICHELIN

invention

WINGS DAY

MICHELIN TYRE CO. LTD. *Head Office and Factory* STOKE-ON-TRENT

The Meynell version of the Paramount has a continuous curve of the door line, though the definite break between front and rear wings is retained. There is a new grille, and drop windows are being abandoned in favour of detachable sidescreens.

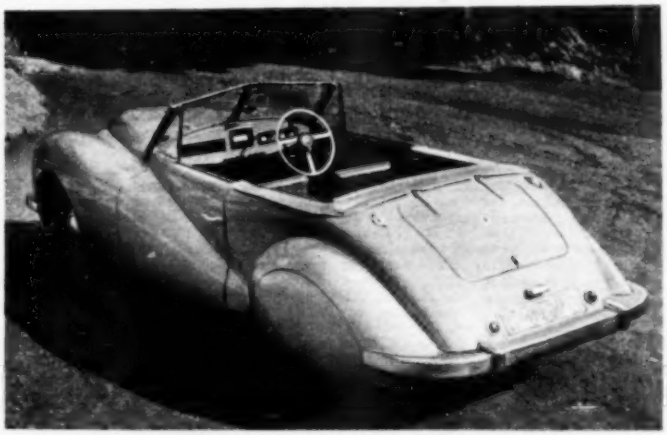
Paramount Revisions

THREE MODELS WITH TUBULAR FRAMES, I.F.S. AND FORD ENGINES

MANUFACTURE of the Paramount car has been taken over by the Meynell Motor Co., Ltd., who have works at Melbourne, Derby. It will be recalled that the Paramount (described in *The Autocar*, November 24, 1950) used a 1,172 c.c. Ford engine in a low-built chassis having main tubular chassis members, with wishbone i.f.s. and a rear axle of 4.8 to 1 ratio. The Meynell Paramount continues almost unchanged mechanically, though the supercharged version has been discontinued and the twin S.U. carburettor layout is now standard.

There are changes in the styling. The slightly dropped door-line is abandoned in favour of the continuous line seen in the illustrations, and there are now a grille and front panel reminiscent of current Continental fashion. The four-seater open car, which is in production, no longer has wind-up glass windows, traditional tourer sidescreens being used instead. A two-door saloon is to be introduced, and a third future model is a sports two-seater with shallow doors, enabling a deep and lightweight special chassis to be used; this will be a multi-tube structure.

The specification of the current car includes 10in Girling hydraulic brakes, 5.25 × 16in tyres and Luvax spring dampers.



There is a smoothly swept tail, but the overhang is small and a good ground clearance is maintained at the extreme rear. The facia, in future cars, is to have round instruments.

TRANS-AFRICAN RALLY PLANNED AGAIN

WHEN the first trans-Africa Rally to Cape Town took place last year it created a great interest among many of those enthusiasts who take part in European rallies and were anxious for further opportunity of adventure. Consequently any news of the next African rally appeals.

The lessons of the first run are obvious, and it has been discussed ever since the winners were announced and the travel-stained crews returned to their native countries. Probably the date of the second run will be early December, 1952, which is bad because those intending to take part in the Monte Carlo Rally will scarcely be home in time. There may be two sections, of which one is for those who want a comparatively leisurely run all the way, while the other is for those anxious for a really tough rally that will put all other rallies in the shade for difficulties. Much depends on whether the next run is less expensive than the first, for the amount of money required was well beyond the reach of ordinary enthusiasts without factory backing. If it is more expensive it will continue to be really for "works" cars—a means of demonstrating a car's ability to deal with African conditions.

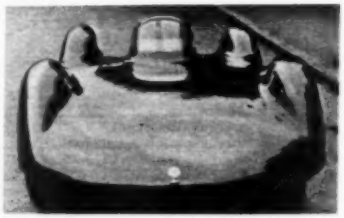
The rally is not as difficult as would appear at first study, probably the worst hazards being sand and water, with the accent on the water. Crossing such streams as those which the Northern Congo provides can be fun; the bridges are sketchy things, almost of odd wood and bits of string, which disintegrate easily just when you want them.

Gear ratios are difficult because the ratio best for mud and sand is all wrong for things such as final tests. Maximum power for as little weight as possible is an obvious recipe, with unditching gear, light alloy sand skids and a real tow rope; also, perhaps, special tyres. Tyres seem to be a perpetual nightmare to the African safari expert; at all events, he talks for hours about the value of six-ply heavy duty tyres as essential to peace of mind.

Boredom becomes much in evidence south of the Congo, where roads tend to run dead straight for hundreds of miles in unpleasantly dry country, and a really good spares service, somehow, is necessary in such country. That, and a good, ordinary car, well ventilated, should do the trick without special safari bodies.

Far more important at this moment, when the regulations are in the planning stage, is to close certain wide loopholes all too apparent in the original ones. The checking system must be first-class throughout and so planned that false rumours can be disproved automatically. In other words, no competitor should have any doubt that another competitor has done what the results say that he has.

The low build of the new car is well brought out in this view of it in front of a Hillman Minx. (Below) The frontal aspect; a detachable towing eye is fitted immediately below the badge.



SURBITON STREAMLINER

NEW COOPER BUILT ESPECIALLY FOR RECORD ATTEMPTS

THE latest project to be evolved by the Cooper Car Co., Ltd., Surbiton, Surrey, manufacturers of the very successful 500 and 1,100 c.c. Cooper racing cars and the Cooper sports cars, is now disclosed as a fully streamlined machine built specially for the purpose of attacking international class records. This has been conceived in conjunction with W. S. Aston, well-known Cooper racing driver, who will share the wheel of the car during the record attempts with John Cooper himself.

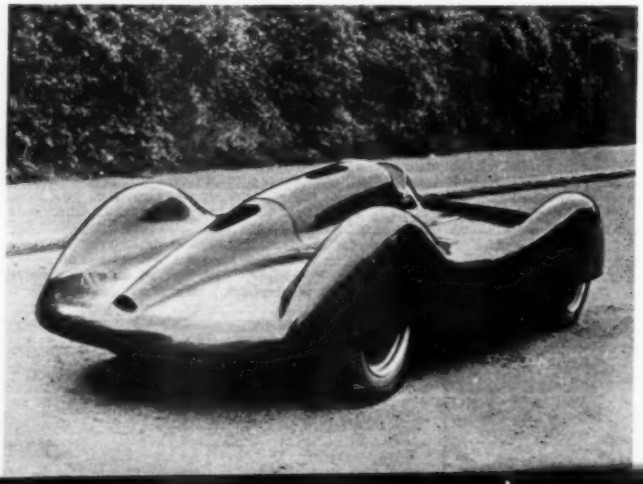
The car is constructed on a slightly modified chassis of the type used for the 1,100 c.c. racing Cooper, and the suspension, steering layout and transmission follow normal Cooper practice. That is to say, the suspension is independent all round by leaf springs and wishbones, the steering is by rack and pinion (with, in this case, a bevel box in the steering column to bring the wheel horizontal and fit into the limited body height), and the transmission is by motor cycle pattern gear box with chain drive. Hydraulic brakes are fitted, although their use should not be great in this application, and standard Cooper cast magnesium wheels are used, shod with Dunlop racing tyres.

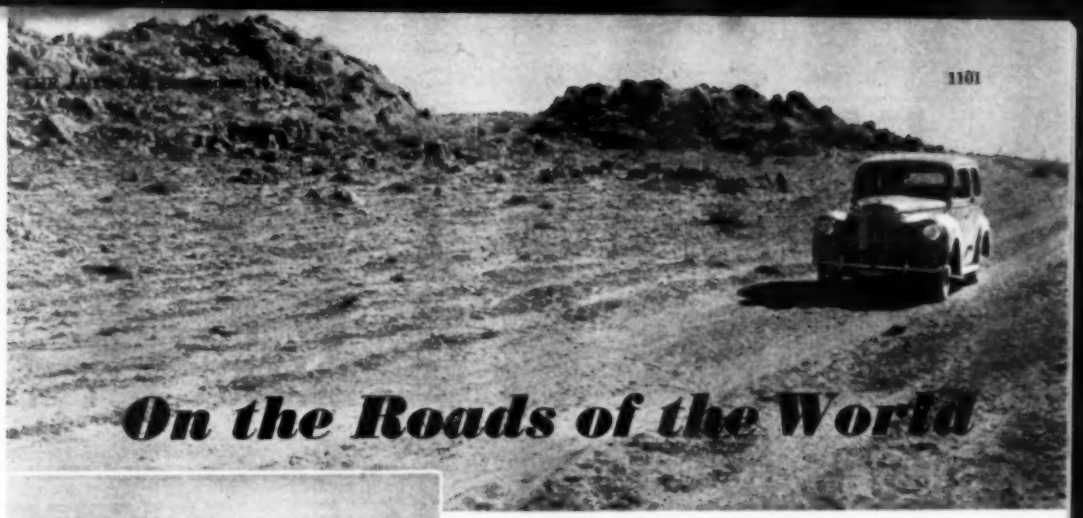
On this chassis an extremely sleek streamlined body has been framed and panelled in the Cooper body shop; the panelwork is of very high quality, and the frontal area less than 6½ sq ft. The car is cellulosed in British racing green, with red upholstery. The driving position is surprisingly comfortable for what is almost a "recumbent posture"; the controls follow normal Cooper practice, and the only instrument is a revolution counter. The body can be removed completely, in two sections and in a short time; but normally the only movable sections are the cover over the engine compartment and the hinged cockpit cover, with which is incorporated the Perspex screen. The car has a complete undershield, and cooling air is ducted from behind the front wheels to the engine compartment. Two side-mounted fuel tanks contain 12 gallons each, and a 4-gallon oil tank is fitted.

J. M. Cooper looks justifiably pleased with his latest product.

With this machine, equipped with J.A.P. engines of appropriate sizes, Aston and Cooper propose to attack records of upwards of one hour's duration in both 350 and 500 c.c. classes at Montlhéry autodrome (near Paris) towards the end of this month. The larger 1,100 c.c. J.A.P. engine can also be accommodated in the car.

On the right is the three-quarter rear view of the car, which shows the detachable wheel spats; the two oval apertures in the body are for exhaust pipe outlets. The cockpit interior and seating position, with the horizontal steering wheel, are seen below.





On the Roads of the World

The country near Port Lincoln, in South Australia, is semi-desert, and this Prefect is traversing one of the typical roads of the area, which are little more than tracks through the layer of sand that covers the rocky foundation below.

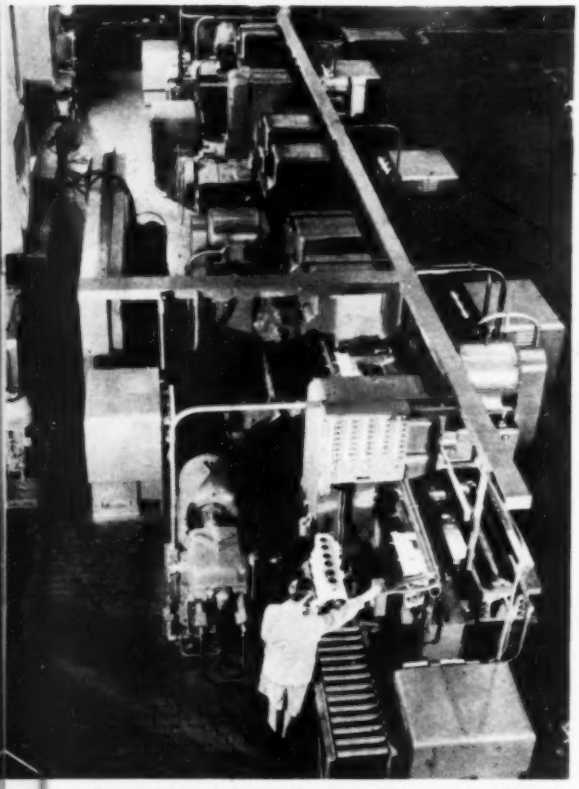
The old Model T Ford first gained the reputation of "go anywhere, do anything," and its descendants are indeed ubiquitous. These photographs show Fords of today on the roads and tracks of Australia, and give a graphic idea of the variety of scenery to be found in that vast, but semi-desert, continent.

Far below the road that climbs Mount Cootha, in Queensland, the city of Brisbane spreads itself amongst the blue gum trees. The six-light Anglia saloon is another Australian product.

Right in the centre of Australia is a pocket of beautiful mountain scenery in the neighbourhood of Alice Springs, and this Anglia sports tourer (Australian body on an export chassis) is enabling its occupants to enjoy it. The area is sufficiently fertile to permit cattle raising, and the scenery is being recorded by an aboriginal artist, Albert Namatjira, who lives as a tribesman in the district.

HIGH OUTPUT WITH

NEW METHODS TO ELIMINATE UNPRODUCTIVE EFFORT IN THE MANUFACTURE OF FORD CONSUL AND ZEPHYR CARS



One of the most advanced transfer machines in the world is this monster which machines the top and bottom faces of the cylinder block and drills and reams various locating holes. It is 54ft long, weighs about 90 tons and has 13 electric motors totalling 170 h.p. It is controlled by one operator, who has a battery of indicator lights to show him whether each operation is functioning properly.

ALTHOUGH its external appearance may remain unchanged for long periods, the modern car factory is in a constant state of evolution to match the changing design of the vehicles which it produces, and it undergoes periodical upheavals as new models are put into production. The Ford plant at Dagenham is one of those which has undergone a considerable transformation since the war. Externally, it still presents the familiar façade to the Thames waterfront, with its line of tall chimneys, its gigantic script sign, its blast furnaces and the long jetty where vehicles are loaded direct on to coastwise steamers. But £11,500,000 have been spent upon re-equipment and revision of the factory layout, in preparation for the production of the post-war cars, tractors and commercial vehicles. Of this, £3,500,000 were spent on the equipment for production of the Consul and Zephyr cars.

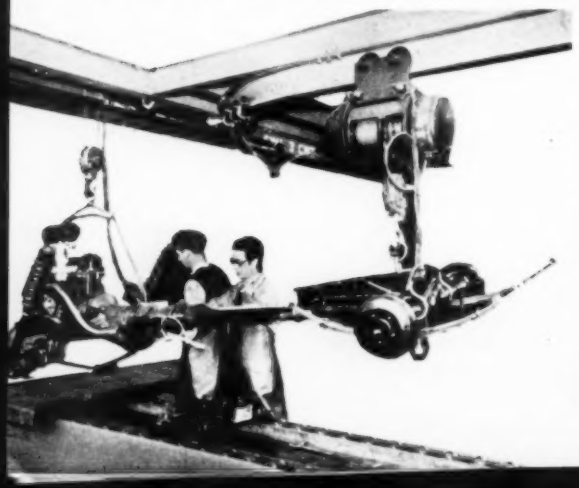
These two models attracted world-wide attention when they were announced at the London Show of 1950, not only for their interesting design features, but also because of the low prices at which they were offered, prices which were attained only by making a new approach to problems of design, process layout, plant layout and foundry technique. Right from the drawing-board stage the cars were designed for production by the most modern methods, making the fullest use of moving conveyors and transfer machine lines. And an enormous capital outlay was accepted, so that the cars could be built with the most economical use of skilled labour and the minimum of unproductive physical effort on the part of the operators.

Transfer Machining

The Consul and Zephyr, being the first unit construction cars produced by Ford, meant completely different production methods from those previously employed. There is no separate chassis frame on which the mechanical components can be mounted, and the function of the Ford works is now to produce a complete assembly of mechanical parts consisting of engine and transmission, with suspension and steering gear attached, so that this can be attached to the underside of the body chassis unit, which arrives completely trimmed and painted, with electric wiring already in position, from the factory of Briggs Motor Bodies, Ltd., also of Dagenham.

A prominent feature of the Ford works, which has attracted the attention of countless thousands of visitors for years past, is the castings and finished parts conveyor, which circulates impersonally through the foundries and machine shops, dangling engines, gear boxes, rough castings and finished parts with a sort of demoniac enthusiasm which suggests that travelling is a desirable end in itself.

This old-established conveyor system sets the keynote for the whole of the new production arrangements at Dagenham, both in the Ford works and at Briggs Bodies. Every possible operation has now been put on to a moving line, in both machine and assembly. The basic principle adopted for machining operations on engine cylinder blocks is the transfer, or process-through machine line, where the casting is transferred from one operation to the next on a series of steel slides or a roller conveyor, and is clamped on to the machine and unclamped automatically. At some stages the machine line transfers the casting automatically from one operation to the next, but at others the assistance of the operator is required to draw the casting along the roller track from one machine to the next. Otherwise, he has little to do other than press buttons starting machines, and keep an eye on the elaborate light indicators which indicate whether the operations are functioning correctly.



The engine, clutch and gear box, with front suspension and steering attached, meet the rear axle and rear suspension for the first time. The propeller-shaft spline is joined up and the whole mechanical assembly is lowered on to the final assembly track, where it will be attached to the underside of the body structure.

PRECISION

The original conception of the transfer machine line produced a vast and fabulously expensive piece of special equipment which was capable only of carrying out a fixed series of operations on one particular component. Ford of Dagenham were faced with the fact that they would have to produce four-cylinder and six-cylinder blocks on the same machines in order to justify the capital expenditure, and although the special purpose machine has an important place in the scheme, they have, wherever possible, built up the lines from standard machine tools maintained at a common table height, and connected by short conveyors, thus cutting down the total cost and maintaining some degree of flexibility.

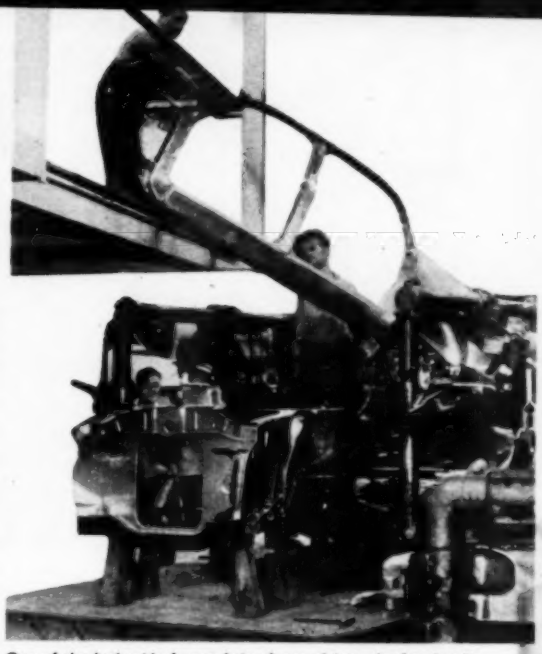
The first operation on the cylinder block is to machine the locating faces on the exterior, which will be used to position it for subsequent operations. The machine which does this positions the block on a series of pads specially cast on the inside of the crankcase. When the external locating faces have been machined on the outside of the block, it proceeds to the first transfer machine, which is probably the most advanced milling machine of its type in the world at the moment. It is 54ft long, weighs approximately 90 tons, and is powered by 13 electric motors with a total of 170 h.p. Bringing block after block through from end to end, it mills the head and sump faces, the bearing caps and seats, shaves the bearing locks and drills and chamfers and reams locating holes on the bottom face to position the casting in subsequent machining operations. The block is then transferred to another long line where hundreds of operations are performed. In most cases the individual machines adjust themselves with uncanny accuracy according to whether the block arriving is for a four-cylinder Consul or a six-cylinder Zephyr engine. For example, when the cutters have traversed the rear end to machine the face on which the bell housing is mounted, an arm automatically emerges, and if it finds a four-cylinder block on the line, it pushes it across the necessary distance to meet the cutters on the opposite side, waiting to machine the jointing face for the timing cover. On the machines which cut and finish the cylinder bores there are always six cutters in line, but the cylinder bores are so spaced that when a Consul block passes through, two of the cutters pass clear without touching the end of the block.

Anglo-U.S. Co-operation

Several of the machines were made in America to Ford specifications, one being a nine-station automatic process machine, which drills, reams, taps and countersinks various holes in each end of the cylinder block, completing 81 distinct operations in one minute. Another machine has been designed specially by Ford to press in all the bearing bushes for the camshaft simultaneously. Another special machine drills, taps and countersinks all the holes on the cylinder head face and on the underside of the block, completing 175 operations before the block moves on.

Each block is tested for leakage as it passes along the line, and in the course of machining it undergoes four separate high-pressure washing operations. Complete blocks emerge from the line at the rate of 45 an hour, having undergone hundreds of separate operations with an almost incredibly small amount of human intervention. The total machining time, as distinct from time taken in loading, unloading, leak testing, washing and dimensional checking, is just half an hour.

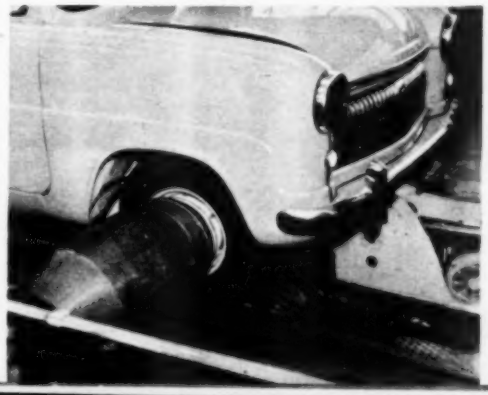
Transfer lines are not necessary for smaller components which are easily lifted by hand, but each component benefits from some fascinating piece of special equipment. The connecting rods are forged in one piece, and an elongated hole of approximate figure 8 formation is bored where the big-end bearing will eventually come. The rod is then placed on a remarkable vertical machine, which not only cuts off the bearing cap from the upper part of the rod, but also finishes the joining faces. After the boring and fitting of the studs, the two halves of the rod are re-joined, and the big-end bearing seat is then finished to the correct dimensions by a micromatic diamond boring machine. This has a series of diamond stones which are steadily forced outwards as the cutting proceeds until the bore reaches exactly the right diameter, whereupon the stones are automatically withdrawn and the machine waits for the next rod to be fed round on the table. This machine controls the bore diameter to within two ten-thousandths of an inch, and delivers 100 rods an hour.



One of the body side frames being lowered into the forming jig at the Briggs works, where it joins the under-body and the roof and facia panel members to form the complete basic structure. The various assemblies are then joined by electric spot welding as the jig moves along the conveyor line.

Another noteworthy example of Ford production technique is the rear axle casing. The casing is simply built up from small pressings made of heavy steel sheet. The side tubes are fabricated from steel sheet, and two forgings are added at the ends to carry the wheel bearings. All these pieces are welded together, and various brackets are added for the attachment of the springs and brake lines. It is possible to obtain adequate strength only by perfect automatic electric welding equipment.

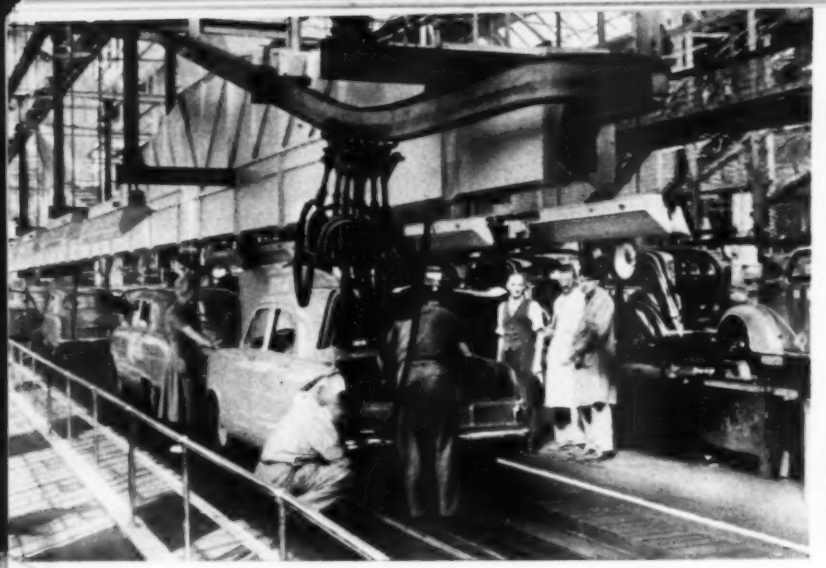
Meanwhile, at the Briggs works, a short distance away, an equally interesting series of planned operations has been producing a steady flow of body-chassis units. The occasional visitor entering the works for the first time might be excused for thinking he had blundered into the round house of Emett's railway line from Far Tottering to Oyster



Near the end of the line, potentiometers are attached magnetically to the front wheels, which are then spun on rollers. The dial readings obtained show whether any corrections to wheel track are required, and these are carried out by men working in the pit below.

High Output with Precision

—continued—



As the completed car approaches the end of the assembly line, a flexible exhaust pipe extension is fitted and the engine is started. At the end of the line the extension is removed and returned by an overhead conveyor.

Bay, because a large part of the works is occupied by circular and oval railway systems in which trolleys with tiny wheels carry improbable loads, while men labour amid a surrealistic tangle of cables and pipes to weld the pieces together. The illusion is not complete, however, for the men have a robust purposeful air very different from the weary and languid ancients who run the Emett railways in the pages of *Punch*.

The structure begins with the floor or underbody, which has numerous reinforcements and various fittings, such as the spare wheel tray, added before it passes to a second conveyor, where a man climbs aboard and spends a minute or two welding on to it the scuttle structure and engine compartment as it rides around an oval track. Meanwhile, another larger railway is operated by a gang of expert welders, who convert a varied assortment of small pressings into complete body side frames, consisting of sills, screen pillars, door pillars and rear wheel arches. This side frame is really the key to the unit structure, and distinguishes cars built by this method from those having separate chassis frames. It converts the whole car into a stress-carrying structure in which the loads are spread through the greatest possible number of members, just as they are on a Bailey bridge. Dozens of pairs of spot welding tongs hang from the roof on counter balanced cables, and each one has to have not only the heavy duty electric cables capable of carrying sufficient current to fuse the sheets of body steel together, but also a system of flexible water pipes by which the electrodes are kept cool.

Underbody and side frames eventually proceed to the forming jig, where they are joined by the roof and instrument panel to form the complete unit. Normally, this tricky assembly operation is carried out at a stationary jig, but at Briggs the conveyor moves on and welders ride with the body, joining the elements together as it passes down the line.

Once the spot welding is finished, the body, still on a conveyor, has its doors hung and fitted, and then passes down a long metal finishing line, where molten solder is smoothed over to seal the panel joints on the drip moulding and waist-line, and to fill in the depressions created by spot welding on the door pillars and other parts.

The doors, complete with hinges, locks and window winders, are being built up on another moving conveyor. The operation of joining the inner and outer pressings of the door by clinching over the edges of the outer panel used to be performed by operators with power hammers, but it is now done in a single operation, taking a few seconds on an ingenious power press.

Ablutions

Eventually the complete body-chassis unit is ready for the rust-proofing process. The under-body panels have already been finished in black enamel, but now the whole structure goes through a long line of hot baths and rinses, where it is completely Bonderized and emerges with the characteristic matt grey finish, which forms the base for the painting operations. Numerous undercoating and rubbing down processes with frequent inspections follow, all on the relentlessly moving conveyor system, until eventually the bodies pass into the long final spray booth. The operators who work here are some of the most highly skilled spray painters in the business, for when the body leaves them it passes through the ovens, and the finish is baked so hard that only minor blemishes can then be rectified. The paint supply is of interest in that the operators have ready to hand eight different guns, which are automatically kept loaded with supplies of the different colours in use, and the ventilation system is so effective that two successive cars passing through on the conveyor only about six feet apart can be sprayed with entirely different colours without contamination, although it is usual to run through a batch of several of the same colour.

When the body emerges from the drying oven, it passes a critical final inspection and any tiny blemishes are rectified, after which it passes on an inclined conveyor up to the trim line. Even in the trim shop the conveyor system is widely used, and items such as seat cushions and back rests are assembled on trolleys which pass along a track as the parts are finished. Installation of door trim,

The fitting of front wings, valance and radiator grille which have previously been bolted together as a sub-assembly.

hinges, electric wiring and the innumerable brackets and fittings which go to make up a complete body proceeds on the final line. One of the most impressive operations is undoubtedly the fitting of the head lining. This has already been tailored by the machinists and roughly cut to size, but the speed and dexterity with which it is finally trimmed and smoothed into the moving body is a fine example of the scope which still exists for skill in the modern production process. The operation of fitting windscreen and rear window has been simplified enormously by modern rubber sealing methods, but the operator still has to exercise a good deal of care, particularly when handling a laminated curved screen, which is much more vulnerable when carelessly distorted than an equivalent flat screen.

When the complete body-chassis unit comes off the end of the final conveyor, it is fully painted and trimmed, with seats installed and all locks, hardware and handles in position. The windows are in place, and the bonnet and the lid of the luggage locker are connected up, with the appropriate locks in position. As the whole unit is swung by a crane on to the truck which will take it across to the final assembly line in the Ford works, it leaves the impression that the modern body-chassis unit is a wonderful simplification of car construction. So it is in many ways. But it is worth noting that a Consul structure, complete with doors, bonnet, wings, and so on, contains 415 separate pressings.

Convergence

Final assembly of the mechanical components is carried out on a series of lines leading to the final assembly track for the complete car. Engine, clutch and gear box are joined together, and are then bolted to a cross-member on which the complete front suspension and steering assembly has been built up on another line. Finally, they are joined in mid-air by the propeller-shaft, rear axle and rear suspension, which have been assembled on a third line. The whole of this mechanical aggregate is then lowered on to the beginning of the 330ft final assembly line and is drawn up to eye level, where the body chassis unit arriving from Briggs is lowered on to it.

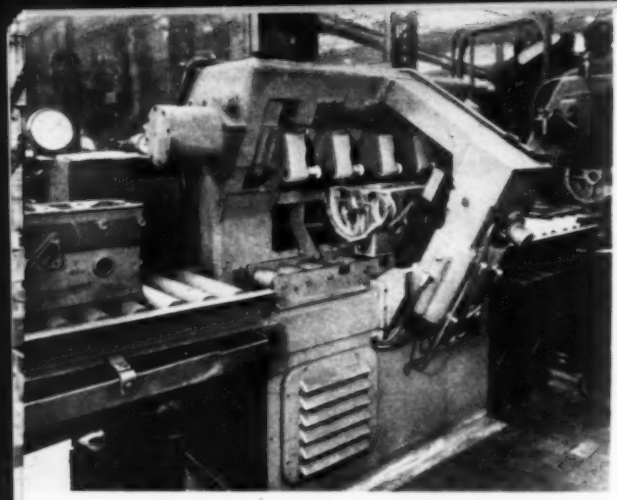
Nimble operators, with power spanners set to slip at a predetermined torque limit, then bolt the two assemblies together to form the complete car. The spring shackle pins are pushed home, the brakes are connected up and bled and the car receives its wheels, after which it rolls down to ground level for the final checking operations. The engine, which has been partially run in on a stand by an electric motor, is now started by the starter, and a flexible exhaust pipe is connected at the rear to carry the fumes away into an overhead duct. Inspectors clamber in and around the car, checking the fitting of mechanical components and accessories, and the front wheels are run on to two turntables where the steering lock is checked.

At the end of the final assembly line these beam setters are swung into position to assist in final setting of the head lamps in the horizontal and vertical planes.

The equipment installed at the works was designed to permit a delivery output of approximately 240 Consul and Zephyr cars per day. Unfortunately, material shortages, particularly the lack of sufficient sheet steel, keep the output down to about 150 cars a day.

Modern production is fast but surprisingly flexible. Where Henry Ford promised any colour so long as it was black, his heirs offer a choice of four on the Consul and three on the Zephyr. You can have right- or left-hand drive, mile or kilometre speedometers and upholstery in leather or p.v.c., with choice of colours on the Zephyr. Heaters and two kinds of radio are optional, with various kinds of safety glass, oilbath air cleaners, oversize batteries and sealed beam head lamps to meet overseas needs. No one who has struggled with football pool coupons will need to be told how permutations mount up, but even Fords were surprised when they found it would theoretically be possible to line up *several hundred thousand* Consuls and Zephyrs and have no two exactly alike. The exact figure varies from week to week as options change to meet export requirements.

A general view of the trim line at Briggs, where quick-fingered operators add head linings, interior trim, floor coverings, glass, hardware and interior fittings as the bodies pass along the line.



A machine which presses in new camshaft bushes on the factory production line. Another machine lightly bores them to final size. Similar special equipment, beyond the scope of an agent, gives the factory-reconditioned engine its precision and cheapness.

Design for Rapid Service

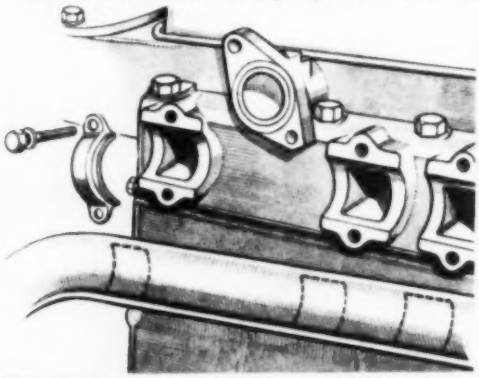
HOW SERVICE EXPERTS COLLABORATED WITH DESIGNERS ON THE FORD CONSUL AND ZEPHYR : REPAIR EXPERIENCE ON UNIT STRUCTURES

THE British car designer, who now has to evolve vehicles primarily for sale in overseas markets, has a much more exacting task than he had before the war. Many of the cars will find their way into the hands of people who have previously been unfamiliar with the products of his factory, and to provide them with a vehicle which will do the job reliably and for a moderate outlay on day to day running costs is only part of the problem. The overseas buyer expects a high standard of service, backed up by a full supply of spare parts and reconditioned units, and he wants it quickly. The owner who does his own repairs is a British, or at most a West European phenomenon and is not a common figure in hard currency markets where a car is regarded as transportation and not as a hobby.

This means that service and repair problems have to be resolved in detail before the car ever goes into production and demands close liaison between designers, experimental engineers and service department. In the Consul and Zephyr this collaboration reached a level which set a new precedent for the Ford organization at Dagenham and possibly for the whole British industry.

Nowadays no one designs cars in which it is necessary to remove the rear axle in order to drop the sump, but the service expert can often point out to the designer a place where the replacement of a cheap expendable part would involve a disproportionate outlay in labour costs, and he may discourage him from putting the distributor too near the oil filler, so that it escapes being anointed with oil periodically. The engines of the latest Fords are attached from below in the course of assembly, as revealed in another article in this issue, but many service men will prefer to withdraw an engine from above in the conventional way and the service representatives were able to suggest a rearrangement of various accessories which made this task easier.

As soon as the drawings of the car were completed they were submitted to the manager of the department concerned in the Facilities Division and after a general inspection for unusual servicing problems they were handed over to the service tool designer, who began work on the evolution of the special equipment which would be needed to enable the service stations to carry out quick and effective repairs. Once the experimental cars were built and running, service men sacrificed week-ends and holidays tearing them apart and putting them together again at times which would not interfere with the road test programme. They tried out the new tools and they collected data for the schedule of standardized times and charges which is a basic feature of the Ford service facilities. At this stage selected instructors from the Ford Service School were also allowed to see the cars and they began to plan the instructional courses which would train personnel from the Ford distributors and dealers in the best methods of repair and maintenance for the new models.



Engine service operations are simplified by eliminating the conventional exhaust manifold. The end of the exhaust pipe simply has holes cut in it to correspond with the ports in the block to which it is secured by iron clamps. No gasket is required.

As the designs progressed they were discussed at a series of conferences where designers, experimental engineers, sales department, service men, production engineers and costing experts all had their say before the details were frozen for production. Thanks to this close collaboration, the first trained mechanics for the service stations were already coming through the instruction school as the first production cars rolled off the assembly line. For those who would not take the course until later, a comprehensive and fully illustrated mechanic's handbook was already being distributed and supplies of the special service tools were already in stock. Printing bottlenecks made it necessary to send the book to press some time in advance of final production and a few details on the car were subsequently changed, but dealers and their service managers were quickly acquainted with these through the monthly service bulletins.

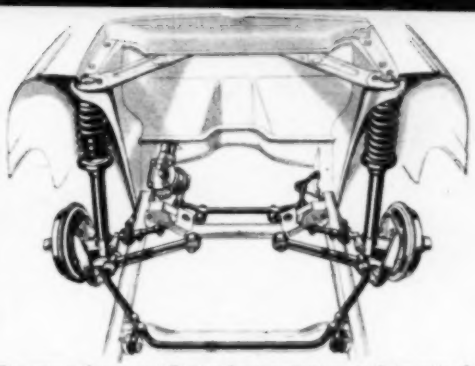
To obtain mass data on the behaviour of the production cars in the shortest possible time, the first three hundred dealers to receive demonstration cars were required to submit weekly reports on their behaviour. As many of the cars quickly covered 25,000-30,000 miles this provided invaluable information for the Facilities Division. Reports are still collected on a smaller number of cars covering big mileages.

The general pattern of service operations follows the well-known Ford principles, with factory reconditioned engines

and auxiliaries such as fuel pumps and carburettors available at fixed charges. Gear boxes, axles, brakes, suspension and steering are maintained and repaired by the dealers, and on the latest models the front spring dampers are among the items which can be stripped and repaired by the dealer.

Where accidental damage is concerned, one of the first questions to arise is how much the unit body-chassis structure is going to cost in repairs, and as the Consul and Zephyr are the first unit construction designs to emerge from Ford there is a good deal of interest in the subject. In the first place, front wings, valance, grille and rear wings are easily detachable for repair and, being of simple contour, present no special problems. The modern car with its large area of panelling inevitably suffers more apparent damage in a crash than the old types but the evidence so far available at Dagenham suggests that the unit body-chassis structure is not specially expensive to repair after a bad accident; it may in fact prove to have special advantages in this respect. In the past year, various owners have been considerate enough to roll themselves into ditches, hit telegraph poles at speed and get involved in head-on collisions. While this has interrupted their motoring it has provided the service engineers with invaluable information on the behaviour of the unit structure under impact.

After one frontal impact on a Consul, the grille, bonnet, wings and valances were crumpled but the rest of the structure had absorbed and dispersed the loads in a most satisfactory way. On another car which suffered a severe impact a local kink appeared in the roof panel over the centre door pillar, but when the body was checked dimensionally no distortion could be discovered. It was concluded that the side frame had been momentarily deformed by the impact and had then sprung back to shape, leaving the kink in the roof panel as evidence. On a Consul which had been run into from the rear, the luggage locker was crumpled and the longitudinal reinforcements carrying the spring shackles were bent but the rest of the structure was unaffected. The panelling was easily beaten out and the reinforcements were cut open, straightened and re-welded. To assist with exceptionally difficult cases it is proposed to make standard panel and pillar sections available on request, but the evidence so far suggests that they will not be needed very often.

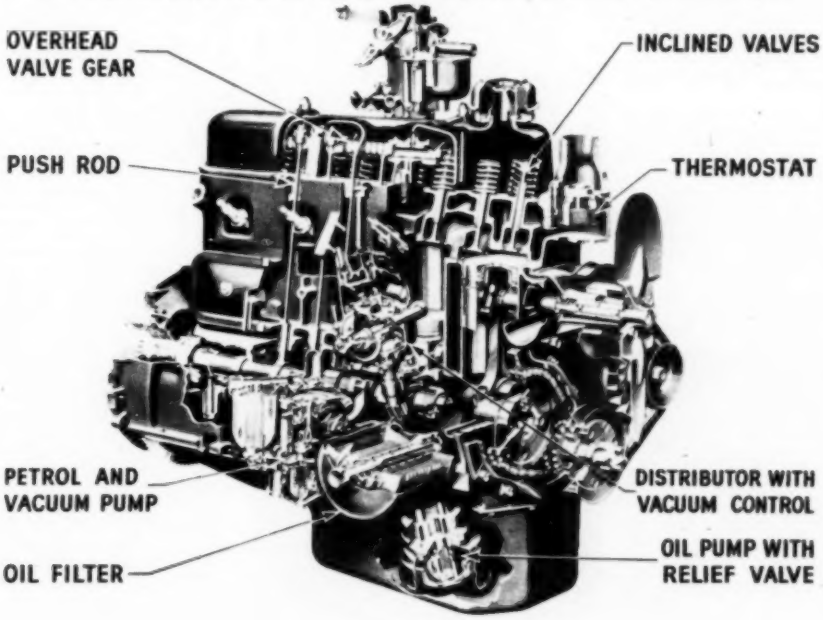


The unique Consul and Zephyr front suspension, with its pair of combined spring and damper units, is quickly detachable and can be fully serviced by local dealers.

The Consul and Zephyr are being, or will soon be, assembled in Cork, Antwerp, Amsterdam, Stockholm and Copenhagen, at Port Elizabeth in South Africa, Wellington in New Zealand, at Singapore and in Australia. Service managers from some of these and other overseas territories will be able to come to Dagenham to take the course at the Instruction School, after which they will start their own schools overseas to instruct local service personnel. Meanwhile the instructional literature and wall charts are supplemented by film strips which are projected while a recorded lecture is played through an amplifier. For English-speaking markets the records are supplied complete; for others the text is supplied for local translation and recording.

The widespread sale of inexpensive replacement parts was one of the basic factors which induced millions of people to buy the original Model T Ford and the present-day organization at Dagenham is doing some excellent work in developing and expanding the conception of Ford service.

This is a drawing used in the service wall-chart of the Consul engine, an aid to the Ford serviceman in familiarizing himself with the new unit. Components such as the fuel and vacuum pump are fully cut away to show their operation and layout.



Cornwith Hammond's L-type Mercury-Allard starts to pass David Felix's K-type Cadillac-Allard on the inside at Bank Corner.

East Meets West in New U.S. Event

75,000 WATCH ELKHART LAKE ROAD RACES

THE picturesque little town of Elkhart Lake, Wisconsin (population 500), and an enthusiastic crowd of 75,000 spectators were treated on Sunday, August 26, to a road race the like of which had not been seen in the Midwest since the days of the Vanderbilt Cup Races during the first decade of the century. Star performer of the hotly contested 203-mile main event was the now-famous John Fitch, of Buenos Aires and Le Mans fame, who, driving one of the three Chrysler-powered Cunninghams with coolness and precision, won comfortably at an average speed of 81.42 m.p.h. from opposition which brought together the best amateur drivers and fastest sports cars in the United States. Some idea of Fitch's performance can be gauged from the cracking pace which he set right from the start, covering the first two laps of the 6¾-mile, multi-cornered, give-and-take course at 101 m.p.h.

Starting from the third row, Fitch jockeyed his blue and white Cunningham into the lead before even reaching the first right-angle turn at the end of the main street, and from then on paced the thundering pack of 39 starters on all but the third and fourth of the 30 laps, when Phil Walters in a Cunningham managed to inch by him. Hard at Fitch's heels were drivers from 16 different states between Connecticut and California, with a colourful assortment of 30 different makes of machines from the 5½-litre Cunninghams and Cadillac-Allards to the diminutive powder blue 732 c.c. Crosley-powered Siata just imported from Italy.

Retirements began on the second lap, when Ralph Knudsen lost the clutch of his Veritas and Saxon Marsh the Altemus Special at Hard Right Corner (a tricky one, at the end of the long back straight); ultimately 19 machines were out.

Michael Graham, forceful but erratic, contacted hay bales on three different occasions and emerged unscathed from some phenomenal slides, but his Cadillac-Allard was seldom in the same position for long. For instance, he lay third on the sixth lap, fifteenth on the seventh, and fifth on the sixteenth lap. Still, he received the chequered flag only 1 min 58 sec behind Fitch and 47 sec ahead of Hill and Malbrand, who finished third and fourth in that order, after some very impressive driving. Bill Spear drove easily his best race to date, lapping his big Ferrari consistently and finishing an overall fifth and a class winner after running third for many laps, despite a pit stop in the early stages to investigate a slipping clutch. Also commendably good was Spear's 2-litre Ferrari, lent to Steve Lansing for the occasion. Lansing experienced some hapless moments on the second lap in trying to avoid Marsh's sliding Altemus, and very nearly shared Marsh's ditch, but managed to extricate himself and resume to win his class nicely. Notable, too, among the fast fry was Ted Boynton from Chicago (Frazer Nash).

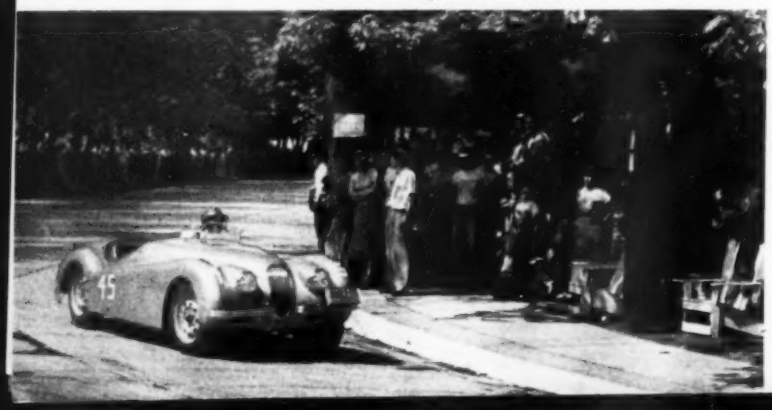
Of the vast 1½-litre field, which comprised 18 machines, including 14 M.G.s, Roger Barlow's attractive blue Simca was at all times in command, closely followed by Hector Scheffer's beautiful new 1,490 c.c. Farina-bodied Siata, which could easily be mistaken for a Ferrari, and by R. C. Gillespie's highly tuned TC M.G. Though brand new, the Siata was enormously fast and more than a match for the M.G.s, and, but for a loose bonnet latch which occasioned several pit stops, might have taken its class. As it was, Scheffer had to be content with third place behind Gillespie.

The novices race of five laps (33¾ miles), preceding the main event, attracted 24 starters, which included five XK120s and 11 M.G.s, and was won by Roger Wing's very fast cream XK, with Frank Bott aboard, Dave Garroway's XK-engined S.S. 100 in second place, and Gordon Lipe third with an XK120. Wing passed Bott on lap two and led the rest of the way to win by one second after a hard fought race. His average speed was 79 m.p.h.—not bad for a novice!

This Elkhart Lake road race, superbly organized by the Chicago Region of the Sports Car Club of America, can be summed up not only as a fascinating test of driver skill and machine stamina, but also as an event of national importance.

JOHN BENTLEY.

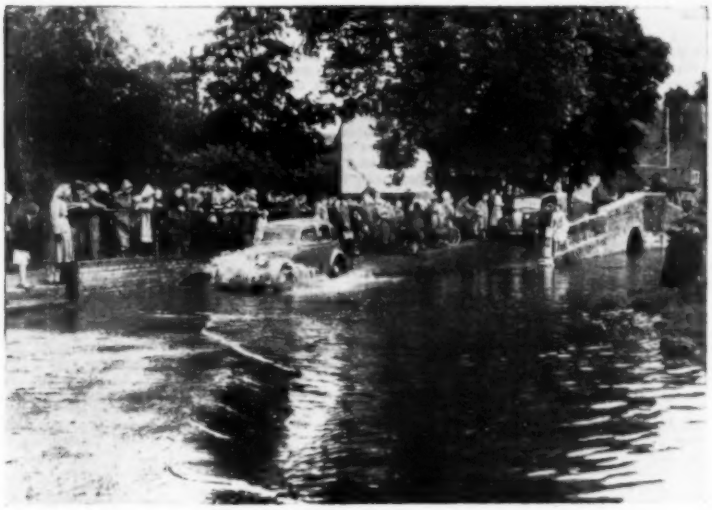
Elkwith Corner, leading out of Elkhart Lake's main street, with John Bentley's XK120 Jaguar. Partly run-in, this car had to be driven moderately: it has perforated wheels to lessen the danger of brake fading.



RESULTS

Novices Race (33.75 miles): Class II, 4,001-5,000 c.c.—1, Mercury Allard (C. Hamill). Class III, 3,001-4,000 c.c.—1, Jaguar XK120 (R. Wing); 2, S.S. Jaguar 100 (F. Bott); 3, Jaguar XK120 (G. Lipe). Class V, 1,501-1,950 c.c.—1, Lea-Francis (E. Fuller). Class VI, 1,001-1,500 c.c.—1, TC M.G. (R. Ferguson); 2, Bandini-Fiat (R. Gent); 3, TD M.G. (R. Quinn).

Main Event (203 miles): Class I, 5,001-8,000 c.c.—1, Cunningham (J. Fitch, 2h 30m 19.1s); 2, Cadillac-Allard (M. Graham); 3, Cunningham (P. Walters). Class II, 4,001-5,000 c.c.—1, Ferrari (W. Spear). Class III, 3,001-4,000 c.c.—1, 2 and 3, Jaguar XK120s (F. Hill, G. Malbrand, S. Johnston). Class IV, 1,951-2,000 c.c.—1, Ferrari (S. Lansing); 2, Frazer Nash (E. Boynton). Class VI, 1,001-1,500 c.c.—1, Simca (R. Barlow); 2, TC M.G. (R. C. Gillespie); 3, Siata (H. Scheffer).



OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

It makes a "treat" when the river overflows and motorists have to plough through the water. Here at Eynsford, Kent, a good crowd collects, hoping for the worst.

CORRESPONDENCE

COOLANT

Effect of Slush on the Oil

[63631.]—I noted with interest The Scribe's observations (August 31) on the effect of water cooling the sump and causing a rise in oil pressure.

This happened to me when returning from England after a holiday this year. My 1937 Hillman Minx normally shows a pressure of about 10-15lb when thoroughly warm, at speeds of about 40 m.p.h. Just out of Edinburgh the road surface deteriorated to rather bumpy slush, the earlier part of the run being mainly on hard packed snow, and this slush was flung about under the car, and caused quite a considerable rise in oil pressure. In fact, almost to 45lb, as when starting from cold. Parts of the road were less thickly covered with this slush and the oil was able to warm up again. Altogether I noticed the pressure rise three times after passing through three successive patches, and came to the conclusion then that it was cooling of the sump which was responsible for the fluctuations.

Kelvinside, Glasgow. F. H. WOODCOCK.

LONDON PARKING

Too Fierce a Campaign

[63632.]—Some organized protest is justified for the new well-developed police campaign against alleged obstruction in the City and West End of London. Prosecution is haphazard, depending on the whim of the constable, but all is conducted with much *bonhomie*, the victim being expected to regard it all as part of the game.

The need to keep traffic moving is recognized, but as parking is a necessary requirement in normal road use, it should not constitute an offence. There is no fairness or reason in penalizing the motorist for unsuitable streets and lack of parking facilities. Police activity here should be confined to "moving on" where necessary. A. J. PERRY.

Heston, Middlesex.

THE ALPINE

A New Class Suggested

[63633.]—I read in your issue of August 31 [63615] an extremely interesting letter in which Mr. Z. Treybal points out that the only organized body to recognize a class between a touring car and a racing car is the Italian Sporting Commission who have a category known as *Grand Tourisme*.

I have often asked myself why in this country it would not be possible in restricted, closed and national events to have a similar class, in order that the man who runs only one motor case and uses it for work and pleasure should be able to compete on more equal terms with vehicles designed for and used almost exclusively in competition motoring.

The normal snags strike one at once. How is one simply to devise this category in order that an impossible task is not placed upon the scrutineers? My suggestion is as follows: a certificate should be issued by the R.A.C. showing the dry weight of the vehicle and a written undertaking by the competitor that his car, when competing, will be no lighter than shown on the certificate, with the prerogative of the organizing body to weigh any vehicle after the event, should they think fit. Having laid this groundwork, I would then suggest that one should take 100 c.c. of engine capacity for every 1cwt and any vehicle of more than this qualifying specific cubic capacity would then be placed in the new special class for more highly developed vehicles.

I fully realize that this would put a premium on smaller capacity vehicles because I can visualize very few manufacturers marketing a car of, say, 3.6 litres. NEIL FREEDMAN.

London, N.W.1.

WASH-LEATHERS

How Does One Preserve That "Shammy"?

[63634.]—I think all will agree that there is no substitute for the efficiency of a large wash-leather for car cleaning. But the price of wash-leathers continues to rise, and, at about 18s a time, is quite an item.

Can any reader tell me the *best* way to preserve a leather? I have tried keeping it in a sealed jam jar, drying it out each time; keeping it in an open jam jar, and keeping it in water. None of these expedients seems to make a leather last for more than a few months, but I am not decided in my own mind which of the above is the best. J. N. H. ANDREWS.

Ilford, Essex.

WORN STARTER RINGS

A Reply from the Experts

[63635.]—Regarding the letter in *The Autocar*, August 17, from Mr. P. H. Mainpriæ [63572], we feel that we certainly cannot agree that excessive starter ring wear is a function of the strength of the pinion restraining spring.

The characteristics of this spring have been determined by many years of experience and while it is agreed that, owing to varying conditions, some makes of engine could employ a weaker spring, this is not considered necessary; a standard spring has therefore been adopted to cover all conditions.

High speed photographic records of pinion engagement prove conclusively that no rotation is imparted to the pinion on the

CORRESPONDENCE . . . . . continued

initial acceleration of the starter armature, but that the pinion slides axially into mesh with the flywheel (unless there is tooth-to-tooth engagement, when the pinion will turn about 20 deg to give full meshing). Thus the speed of the armature at the instant of pinion engagement seems to be immaterial.

We consider that, far from any benefits being obtained by shortening the restraining spring, other damage may be caused.

J. PHILLIPS,
Birmingham, 19. Joseph Lucas, Ltd.

BETTING

A Bad Influence?

[63636.]—We are very interested in motor racing, and have followed it up for a great many years, and have attended all, or nearly all, the meetings.

Last August Bank Holiday we were very much surprised to see bookmakers taking bets on the cars and drivers. I know it has been done before, but not so openly, with placards advertising "Honest Joe" and all that.

This is not right, because you do not draw the real enthusiasts, but the betting, drinking people.

Let us keep motor racing clean.

It is interesting to intermingle with the crowd at Silverstone, in the enclosure, and I can really say that there are only two real enthusiasts in every ten. The others come for a day's outing. ECURIE AUTOTONE.

Ruislip, Middlesex.

COSTS IN NEW ZEALAND

Where Taxation is Bliss

[63637.]—May I say how much I enjoy your excellent publication, which reaches me here some five months after the date of issue?

I am always amused to read the absurdly low prices (by N.Z. standards) of pre-war American cars. I understand that this is owing to the h.p. tax rendering these cars too costly to run. My own car is a 1929 six-cylinder Chevrolet sedan, which I purchased 15 months ago for £220. I am the sixth owner and the speedometer reading was 88,000 odd, which I have since increased to 93,000.

This car is a very popular model over here, selling from £200 to £300 according to condition. My own car has proved most satisfactory—petrol consumption 18-20 m.p.g. cruising at 40-45, and I have once achieved 55 m.p.h.

As you doubtless know, all cars in this country have the same registration fee, between £3-£4 inclusive of third-party insurance and licence plates. LEN M. BARKER.

South Canterbury,
New Zealand.

COSTS AND THE MOTORIST

Are the New Models Too Expensive?

[63638.]—Much has been written and said lately about the future of motoring in this country, road design, car design and what-have-you. The announcement of a new series of popular cars and prices, with emphasis on the latter, during recent weeks has given me much food for thought. I wonder how many others have also been doing a little thinking? It concerns not so much the future of design but the question whether the average motorist will be able to motor at all in a few years' time.

Five years ago I placed an order for a Vauxhall Twelve. The price was then just over £400 including P.T. I have watched the price steadily rise during the past five years, a few pounds because of increased costs here, a few pounds more for this and that reason, a lot more pounds for the Chancellor of the Exchequer. The new models came in last week with a fanfare—price now £740 plus. I have no alternative but to cancel my order after five years' waiting and hang on to my pre-war car. No doubt many others will do the same.

My point is this. Why must the manufacturers of our "popular cars," when planning a new model, try to make it more and more difficult for the public to buy, by creating a more costly and more complicated vehicle? It is an unfortunate fact of course, and inseparable from present-day conditions, that goods continue to cost more and more. The Chancellor "grabs" two-thirds of the wholesale price—this is not the manufacturers' fault, we know. They bitterly opposed the proposal. I am quite sure, however, that by putting the price of their products out of the reach of the ordinary motorist, they are doing more harm than good to themselves.

By this general trend, more and more motorists, who, like myself, have been waiting since 1946 for the new car to turn up, will have to try to keep their old models going. What happens when it no longer becomes a practical proposition to maintain a pre-war car, I can't imagine. It wouldn't be so bad if one could obtain a second-hand post-war car at a reasonable figure—but we won't go into that.

One can visualize a future, when all the old 'uns are on the scrap heap, of a few odd cars for the use of Government officials only, running through otherwise silent streets flanked with showrooms packed with cars that no one can afford to buy!

It is all very disheartening and not a little galling to one who drives for the sheer joy of it and not as a means of getting from A to B. What do other readers think? R. H. JOHNSON.

Watton, Norfolk.

[Is it so much the makers' fault? One notices the same trend in buying a pair of shoes.—ED.]

[63639.]—I endorse your article "Back to Simplicity" (July 20).

It has been always beyond me to understand why British cars should be so complicated to service, whereas American cars are simple and accessible, so that a native can understand them without European supervision. On American cars all oil level gauges are incorporated in the filler holes; this is not the case with British cars, at least not with all. M. J. CARPENTER.

Ndola, N. Rhodesia.

FRONT WHEEL DRIVE

An Error is Corrected

[63640.]—The writer regrets, and hastens to correct, an erroneous statement made in a recent letter [63553] on the theoretical effect of braking torque on the cornering power of a wheel. It was to the effect that the application of *either* propulsive *or* braking torque decreases available cornering power. The first part of this statement is true, as was shown in a vector diagram accompanying the letter. But it was not intended to ascribe the same effect to braking torque, which theoretically *increases* the cornering power as can be shown in a similar vector diagram, where $F_{max} = (\mu \times \text{Load})$ and is therefore the maximum cornering force available with neither propulsive nor braking torque applied. The vector diagrams of the forces acting on a wheel therefore show that application of propulsive torque decreases available cornering power, whilst application of braking torque generally *increases* cornering power, although at a lower rate than the former.

Should the slip angle θ be small, however, and the braking torque high in relation to the cornering force, then the available cornering force will again be reduced. Readers can see this for themselves by means of a few experiments with vector diagrams.

The above theoretical considerations are borne out fully in practice. But it would be wrong to deduce therefrom that to corner under power with an f.w.d. vehicle would necessarily result in understeer, as this would, naturally, depend also upon the initial characteristics of the vehicle as a whole, when rolling free.

Scarborough, Yorkshire. CAMERON C. EARL.

POLAROID SHIELDS

A Satisfied User

[63641.]—In a letter about polarization [63531] Mr. E. W. Chinn states that in his opinion the scientific value of polarizing crystals when used in sun spectacles is nil. As I am one of the people who are totally ignorant of the simple facts of polarization of light, I cannot argue about the scientific value but, as I have used a Polaroid sunshield for the last three years, I can talk from the practical point of view, especially as we have more than our fair share of sunshine out here and I am the owner of an open car. Mr. Chinn states that the glare while driving comes from all angles and consequently the Polaroid shields do not serve their purpose. I have found that because of tinting they are as good as any other sunglasses for the all-round glare, but the direct glare off the road and bonnet is almost completely cut off and it is possible to drive straight into the sun with safety, even in the absence of visors. This, no other type of sunglasses will achieve. Mr. Chinn also states that because of the construction they are liable to scratchings and this negatives their efficiency as an optical appliance. I have now used the same pair of sunshields for over three years and, apart from keeping them in their case, take no particular care of them and usually keep them in the car door pocket. They are still in very good condition and good for a few years more. Mr.

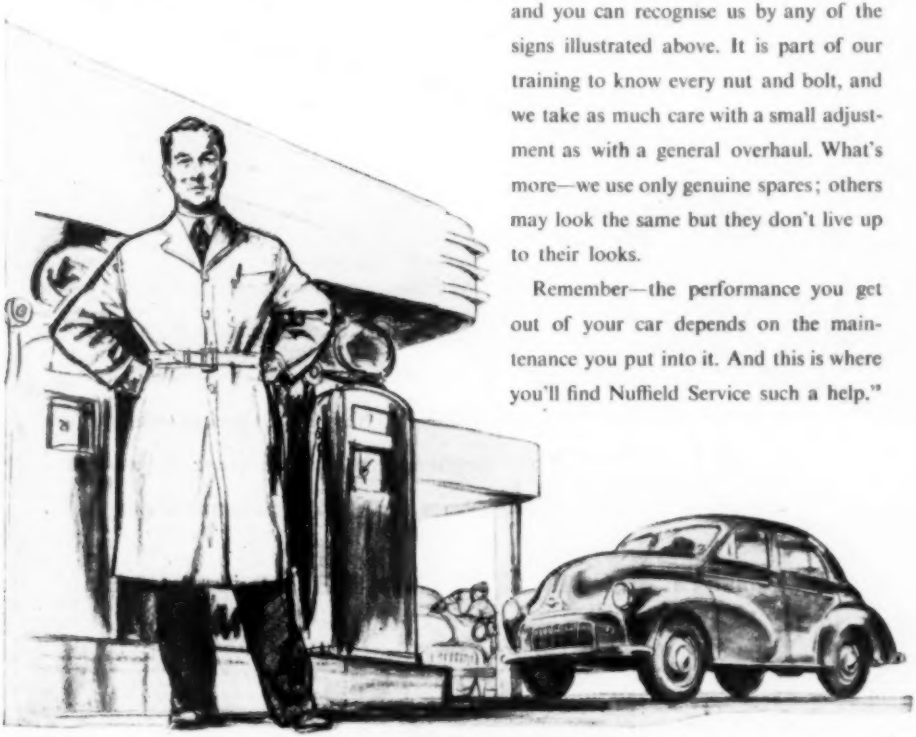
MORRIS WOLSELEY Riley MG

"There's a lot of service left in your car"

"Everyone who owns a car of one of the Nuffield makes ought to know of the very complete service organization which is behind them. It is this service which helps owners to get the utmost performance out of their cars.

This service system consists of over 3,000 Nuffield dealers all over the country and you can recognise us by any of the signs illustrated above. It is part of our training to know every nut and bolt, and we take as much care with a small adjustment as with a general overhaul. What's more—we use only genuine spares; others may look the same but they don't live up to their looks.

Remember—the performance you get out of your car depends on the maintenance you put into it. And this is where you'll find Nuffield Service such a help."



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NUFFIELD PRODUCTS

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TERRY'S *aero quality* valve springs

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Terry's Ignition Tool is a handy combined spanner and screwdriver to deal with points, coil and distributor nuts and screws. **1/6 each.**

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48 HERBERT TERRY & SONS LTD REDDITCH ENGLAND

CORRESPONDENCE . . . . . continued

Chinn might be correct about the scientific value of these spectacles, but from a practical point of view they achieve all they set out to do.

All good wishes to your excellent journal which, I must say, gives no end of pleasure every week. C. H. WOLFF.

Johannesburg, S. Africa.

And a Possible Snag

[63642.]—I have followed the recent correspondence on the peculiarities of Polaroid glass with considerable interest and I can, from my own experience, endorse all that has been said with regard to its effectiveness in eliminating the dazzling glare from road surfaces and polished car bodies and reducing eye fatigue on a long journey in bright sunshine, without producing the depressing sort fo uniform drabness associated with the usual type of sunglasses.

However, there has been no mention so far of how long this polarizing property remains effective with normal use. My own pair of Polaroid glasses, purchased some years ago from a reputable firm of opticians, seemed to deteriorate gradually and I found after a while that they had lost their earlier fascinating characteristic of enabling one to gaze into the depths of a sun-dappled stream and bring into sharp relief the mysteries of submarine life.

My suspicions of the temporary nature of the polarizing properties of this type of glass were confirmed recently, when I had the misfortune to break the nose bridge-piece of the spectacles. By placing one lens over the other and rotating one until its polarizing axis was at right angles to the other lens, there was only a slight deepening of the inherent purple tinge, when looking through the glass, instead of its being, as I expected, practically opaque.

The Polaroid glass appears to be laminated, consisting of an etched celluloid matrix, sandwiched between clear glass, and it seems likely that the celluloid has aged with exposure to strong sunlight. R. P. FROST.

Winchester, Hampshire.

SATISFIED

Praise for a Modern Design

[63643.]—I feel that very little has been written in your journal about the Singer S.M. 1500. I have owned one of these cars for about a year in which time it has been in daily use and has now covered over 11,000 miles. It is in every way a satisfying car to drive, having excellent suspension and cornering abilities; journeys of 200 miles or more leave the driver completely fresh.

Quite often I have to make a journey of about 45 miles, which I can do comfortably in the hour. The coachwork of these cars is very solid by modern standards and entirely devoid of draughts.

Since I have owned the car (which I purchased new) I have spent nothing on replacements, the only expense being for decarbonizing at 6,000 miles and the usual greasing.

I might add that I am in no way connected with Singer Motors, but am only a satisfied owner of one of their excellent products. E. P. ELLIS.

Guildford, Surrey.

RACING QUESTION

G.P. and Sports Cars

[63644.]—With reference to the letter [63607] from Mr. Robin Richards, I am afraid that he has not read my question very carefully, as I asked, "What is the object of spending hundreds of thousands of pounds on the over-developed and temperamental out-and-out racing cars, when, apparently, practically the same performance, and considerably more reliability, are being obtained at a fraction of the cost by standard sports cars?"

I am well aware that the Le Mans circuit is far faster than Silverstone, and I, too, would very much like to know at just what speed the latest G.P. cars would lap it. What I would like to know far more is for how long would they keep running? I would not at all mind having a bet that no 1951 G.P. Formula 1 car (with the possible exception of the 4½-litre Talbot) would average the same speed for 24 hours *in a race* on that circuit, as the XKC 120 Jaguar did this year, namely, 93.5 m.p.h.

My whole point is not, "which is the fastest car?" but "which design is the most valuable for improving the breed as a whole—the astronomically expensive, very delicate, and temperamental flying test bed which has a very limited life before requiring a complete stripping and re-assembling; or the admittedly 'hotted up' standard sports car?" This has a really staggering performance, and is able to keep it up over great distances and for a very great many hours, and all at a cost which is almost microscopic compared with that of the out-and-out G.P. car. E. J. NEEDHAM.

Sunningdale, Berkshire.

ACCIDENTS TO MOTOR CYCLISTS

Plea for Better Mirrors

[63645.]—Although the subject of road accidents, particularly those to motor cyclists, has been in the news for the last few months, may I, as a humble motor cyclist, add my views?

There does not seem any hope, for a few decades, of any major improvement to surfaces and widths of the main roads in this country but I think a measure which would cause a decline in accidents, to motor cyclists at least, would be provision of better mirrors for rear view. In a booklet *Accidents Resulting in Injuries to Army Motor Cyclists*, published in 1949 by the Department of Scientific and Industrial Research, figures showed that the largest proportion of accidents occurred when the vehicle which was being overtaken turned into the path of the overtaking motor cyclist. I think in the majority of cases this was through the driver simply not realizing the motor cyclist was there, in other words the latter was in the "blind spot" of the interior mirror. I have asked a number of drivers and each one could remember cases in his own experience of motor cycles, and sometimes even cars, appearing from the region of the rear right mudguard apparently out of the blue.

I do not advocate a law on this but I think that if a few more drivers would spend a small amount of money on an exterior mirror to supplement their interior one, their own driving and the safety of other road users would be improved.

Tamworth, Staffordshire. D. G. WILLDAY.

IGNITION

Automatic Control Far From Perfect

[63646.]—I should like heartily to endorse the plea from "40-Year Reader" [63586] for the return of the manual ignition control. At present, for the enjoyment of reasonable all-round performance at ordinary throttle openings, the ignition must be set fairly far advanced, but at this setting the use of full throttle, especially when engine revolutions are falling, leads to intolerable pinking. The current automatic mechanism seems quite inadequate, and it would be most interesting to see the effect of a manual control on the performance of a car normally fitted with an automatic one.

Personally, I had, till the appearance of this letter, become resigned to being unable to use full throttle on any gradient except one that my 8 h.p. car will "fly" up: hard work by the engine and pinking seem to go hand in hand, though the engine and ignition are in excellent shape in all other respects. houses" work. G. F. TRIPP.

Greenhithe, Kent.

CLUTCH OPERATION

Ringing (or Sliding) the Changes

[63647.]—As a further medical motoring enthusiast I wish to add comments to those already made about the correct method of clutch operation.

As implied by Mr. N. G. C. Hendry [63610] in his last sentence, the method depends on the size of the car and on the circumstances. On the old Austin Seven, with only an inch or two of pedal movement and very light springs, the best way to ensure smooth engagement is to rest the heel on the floor, and the calf muscles have adequate strength in this instance to avoid fatigue.

In a commercial vehicle or a large car there is insufficient flexion in the ankle joint to reach engagement without either raising the heel or sliding it backwards along the floor, and the springs are so strong that considerable fatigue would result from attempting to control them by the ankle joint alone. Watch any bus driver.

Now watch also any experienced large car driver where there is considerable pedal movement and you will find that he automatically varies his technique according to circumstances. For normal engagement in starting from rest and for engagement after changing gear he raises the whole foot from the pedal, but for "inching" his way into a parking space he often rests his heel on the floor in such a position that slight dorsiflexion of the ankle gives engagement. E. N. G. GORMAN.

Hove, Sussex.

P. Pycroft drifting in the Emeryson-Norton. On the dry track drivers were able to enjoy speeds that would have meant disqualifying skids (over 180 deg.) in such weather as attended the previous meeting.

500 KENTISH HOPS

GOOD DAY FOR D. PARKER (J.B.S.) AT BRANDS HATCH

THREE events at Brands Hatch last Sunday provided a big crowd with ten races in all, deftly organized by the Half-litre Club. The Open Challenge Race heats came first, four in number. Ken Carter (Cooper) ran away with Heat 1, Parker's maroon J.B.S.-J.A.P. making an attractive effort by coming up through the field to second place. Leston's similar car caught J. N. Cooper in Heat 2 and led the first three, who were well in front of the rest, and Heat 3 began quietly but produced fireworks, Headland's Cooper-J.A.P. shedding a (Catherine?) wheel before spinning to rest on the ploughland. The loose member crossed the infield to strike another competitor ("Who threw that?"). Heat 4 went to Frost's J.B.S.-Norton, and then came three heats for the Junior Championship. The first was a runaway for R. W. Brise (Cooper-J.A.P.); Brother J. K. (Cooper-J.A.P.) took the third, and Heat 2 went to Frost. So far, so good.

The Open Challenge final saw Carter's Cooper away in the lead, followed by Gray's Cooper-J.A.P. and Parker. By lap 6, however, Ecclestone (Cooper-Norton) had taken second place and Parker's J.B.S. a stationary position on the infield! Gray faltered, and Lewis-Evans (Cooper-J.A.P.) and Habin (J.B.S.) went ahead of him. But while Carter and Ecclestone fought it out ahead, these three had a fine scrap behind, Gray finally thrusting past Lewis-Evans on the last quarter-mile.

The Junior final saw Frost chased at first by the two Brise brothers, but R. W. blew up on lap 3 and Moore (J.B.S.-Triumph) came into third position, in which D. F. Annable (Cooper-Triumph) replaced him on lap 10. Lap 13 was unlucky for the leader, who spun on the vicious Paddock Corner and rested on the infield. A new rule was applied for Sunday's meeting. Cars spinning more than 180 degrees or stalling were regarded as retired, an effort to keep the small circuit from becoming too confused. This left J. K. Brise to win, followed by Annable and Moore and C. A. Street's C.R.M., that extraordinary 500 which; under the influence of centrifugal force on corners, seems to reduce its ground clearance to nil on the outside. A good race, closely fought.

The big event of the day was the 25-lap Championship. Gray led until lap 10, with Ian Burgess, driving Cooper's Cooper, going out in spectacular fashion on Clearways while running second; he was not badly hurt, Carter replaced him and ousted Gray on the eleventh lap. But Parker, who had been lying third, now made his big effort. First he took second place from Gray, only to lose it again on lap 16, and then Carter slowed after his earlier effort to get the lead and Gray and Parker became one and two. By this time the leaders were lapping the stragglers, but with Carter picking up the three went ahead in the clear again. Until lap 24 that was how it stayed, with Parker doing his utmost and making the crowd rise on its toes.

They hurtled out of Clearways; they thrust up Paddock's bumpy gradient, and the finish was in sight. The maroon J.B.S. zipped past on the outside and Gray had no chance of recovering his lead in the remaining yards. Ken Carter slipped in third, well up to the last, and Ken Gregory, driving Annable's Cooper-Triumph, was away back in position four. He deserves the word of praise, however, for a consistent drive among the stragglers, as does I. Pelling in an earlier heat, who nullified much of the slowness of his Emeryson-J.A.P. by taking a firm line with no nonsense on Paddock, one foot from the inside verge.

RESULTS

Open Challenge Race. 3 ten-lap heats. 15-lap final. 1 lap. 1 mile.

Heat 1: 1, Cooper (K. Carter), 65.22 m.p.h.; 2, J.B.S.-J.A.P. (D. Parker); 3, Cooper-Norton (J. Leary).

Heat 2: 1, J.B.S.-J.A.P. (L. Leston), 64.15 m.p.h.; 2, Cooper (J. N. Cooper); 3, Cooper-J.A.P. (R. W. Brise).

Heat 3: 1, Cooper-Norton (B. C. Ecclestone), 64.56 m.p.h.; 2, Cooper-J.A.P. (S. Lewis-Evans); 3, J.B.S.-J.A.P. (J. D. Habin).

Heat 4: 1, J.B.S.-Norton (R. W. Frost), 65.38 m.p.h.; 2, Cooper-J.A.P. (D. H. Gray); 3, Cooper-J.A.P. (G. H. Wicken).

Final: 1, Cooper (K. Carter), 65.55 m.p.h.; 2, Cooper-Norton (B. C. Ecclestone); 3, Cooper-J.A.P. (D. H. Gray).

Junior Brands Hatch Championship. 3 ten-lap heats. 15-lap final.

Heat 1: 1, Cooper-J.A.P. (R. W. Brise), 63.94 m.p.h.; 2, J.B.S.-Triumph (A. Moore); 3, Emeryson-Norton (P. Pycroft).

Heat 2: 1, J.B.S.-Norton (R. W. Frost), 64.04 m.p.h.; 2, Cooper-Triumph (D. F. Annable); 3, Cooper-J.A.P. (W. H. Lowe).

Heat 3: 1, Cooper-J.A.P. (J. K. Brise), 62.99 m.p.h.; 2, C.R.M.-B.S.A. (C. A. Street); 3, Cooper-J.A.P. (D. B. Beauman).

Final: 1, Cooper-J.A.P. (J. K. Brise), 63.81 m.p.h.; 2, Cooper-Triumph (D. F. Annable); 3, J.B.S.-Triumph (A. Moore).

Brands Hatch Championship. 25 laps.

1, J.B.S.-J.A.P. (D. Parker), 64.93 m.p.h.; 2, Cooper-J.A.P. (D. H. Gray); 3, Cooper (K. Carter).

CROFT RACES AND SPRINTS

WITH fine weather, an entry of nearly 100 cars and good organization, the Yorkshire Sports Car Club's race meeting at Croft Airfield last Saturday could not help but be a success. The programme of races for sports, saloon and racing cars, followed by cars sprinting six abreast over a half-mile straight, was watched by a crowd estimated to be about 10,000. Results of the afternoon's sport are as follows:—

Sports cars: 1,300 c.c.: 1, M.G. (J. R. Brown), 64.60 m.p.h.; 2, M.G. (M. G. Satow); 3, M.G. (D. V. McGill).

1,500 c.c.: 1, Cooper-M.G. (P. B. Reece), 65.03 m.p.h.; 2, M.G. (J. R. Brown); 3, M.G. (J. Higham).

2,500 c.c.: 1, Frazer Nash (J. H. Walton), 72.35 m.p.h.; 2, Healey (B. Dickson); 3, Healey (E. B. Wadsworth).

Unlimited: 1, Cadillac-Allard (P. J. Collins), 74.64 m.p.h.; 2, Frazer Nash (J. H. Walton); 3, Healey (B. Dickson).

Saloon cars: Over 1,500 c.c.: 1, Aston Martin (J. Reece), 65.62 m.p.h.; 2, Bristol (P. B. Buckley); 3, Jaguar (I. Appleyard).

Up to 1,500 c.c.: 1, Jowett Javelin (G. P. Mosby), 58.09 m.p.h.; 2, Morgan (D. Howard); 3, Jowett Jupiter (K. N. Lee).

Racing cars: 500 c.c.: 1, Cooper (C. D. Headland), 73.98 m.p.h.; 2, J.B.S. (D. Parker); 3, Cooper (J. Reece).

Sprint classes:

Racing cars, unlimited: 1, H. W. Alta (J. H. Walton); 2, Cooper (C. D. Headland); 3, Allard (R. H. Betts).

Sports cars, unlimited: 1, Cadillac-Allard (P. J. Collins); 2, Frazer Nash-B.M.W. (G. Tyrer); 3, Allard (B. Curtis). **Up to 1,300 c.c.:** 1, Cooper-M.G. (P. Reece); 2, M.G. (J. R. Brown); 3, M.G. (D. V. McGill). **Up to 2,500 c.c.:** 1, Frazer Nash-B.M.W. (G. Tyrer); 2, Frazer Nash (J. H. Walton); 3, Healey (B. Dickson).

Winner of No. 11 event at Croft was G. P. Mosby, seen here stressing the i.f.s. of his Jupiter-powered Jowett Javelin.

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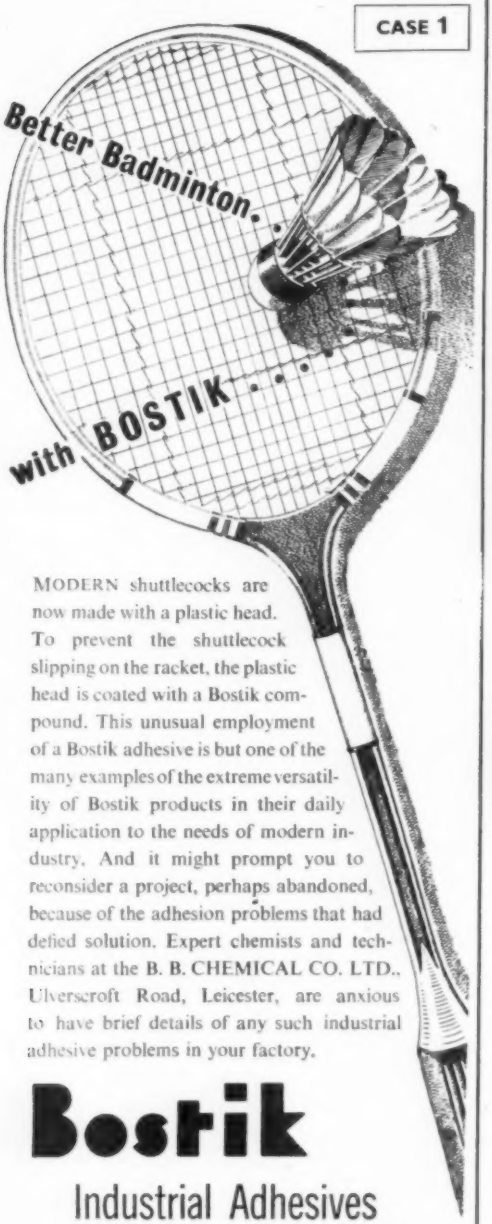

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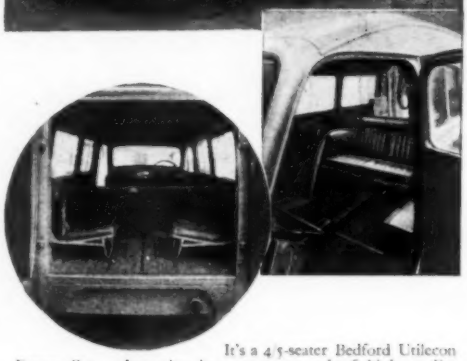

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"THE AUTOCAR" READERS' SERVICE

Week by week The Autocar answers by post many questions from readers on a wide variety of motoring subjects—technical, legal, touring, maintenance, sporting and general. A selection from these of wide interest is published as a regular feature. Readers wishing to use this service should address their queries to The Editor, The Autocar, Dorset House, Stamford Street, London, S.E.1. Only a selection of queries and answers can be published, in view of which fact a stamped, self-addressed envelope should be enclosed for a direct reply. **It is requested that queries for this section be kept separate from other communications, and that questions which normally are addressed to manufacturers' service departments should not be regarded as eligible.**

Oil Consumption After Overhaul

Some time ago I purchased a 1938 Singer Twelve, the engine of which was given a major overhaul, being rebored and so on. When the car was put on the road and carefully run in, I found the engine was using half a pint of oil to 100 miles, which I considered excessive.

I have now done 4,000 miles and the oil consumption has improved slightly. I should be glad of your opinion, as I assumed that after the overhaul oil consumption would be almost nil.

Stone, Staffordshire. *P. A. A.*

IT sometimes happens that the oil consumption of an engine is not particularly good directly following an engine overhaul, but it should improve during the subsequent running-in period. If the oil consumption remains excessive it is possible that the oil is being burnt owing to incorrect clearances in the valve guides.

Positive Earth

When changing from negative to positive earthing would you recommend reversing the terminals on the ignition coil in addition to ammeter and battery terminals? *C. J. E. B.*

Stockton-on-Tees.

NO, if this is done then the advantages of a positive earth so far as the ignition system is concerned are lost. It is not likely that there will be any loss of performance at high speeds, but if this should occur then the remedy is to fit a coil of more modern construction, designed for a positive earth.

Blower Removal

I have a 1939 1,100 c.c. Fiat and would like advice on the following. Up to a short while ago the car was fitted with an Arnott low-pressure supercharger giving an amazing performance. I then decarbonized the car, dismantled the blower, and fitted a new Zenith carburettor. I now find that the car travels very well on the flat at quite high speeds but as soon as I come to a hill it falls off completely, and I often have to drop as low as second gear on hills that should be taken in top.

I have set the ignition timing on a vacuum gauge and that is advanced almost to the limit. Another amazing feature is that I cannot get the car to pink and yet it shows no sign of overheating. *H. M.*

Sennybridge, Breconshire.

YOU do not state whether you assembled the blower and refitted it or whether you are using the engine in an unblown form. If it is now unblown it is possible that the compression ratio was lowered when the blower was fitted and to regain normal performance it may be necessary to increase the compression ratio. Despite setting the ignition with a vacuum gauge try advancing it until the engine pinks at about 20 m.p.h. in top gear up a gradient of 1 in 15.

Suspension Setting

I have a 1½-litre Riley and find that by lowering the torsion bar setting to 1¼in or 1in I get a far better ride than at the correct setting of 1½in.

Would you please tell me if there are any reasons why I should not set the bars at less than 1½in? *S. L.*

Rotherham, Yorkshire.

ALTHOUGH you get an improved ride there is a possibility that you will damage the chassis owing to excessive "bottoming" of the suspension when a full load is carried.

Starter Fault

I have a 1940 Hillman Minx in which the starter is defective. Just occasionally it refuses to work although the switch and wiring are in good order. I have had the brushes checked. *S. D. S.*

Peterborough, Northamptonshire.

IT is difficult to advise you without being able to examine the car, but if the switch really operates every time that the knob is pulled and there is no fault in the switch or in the wiring it may be that one or more coils in the armature winding of the starter are ineffective through a break in the windings, or a soldered connection to a commutator segment having come adrift. Unquestionably, this is really a matter for skilled testing and you should consult your nearest Lucas service agent.

Tight Rings

My 1937 Vauxhall Fourteen gets excessively hot. I recently had new piston rings fitted—although the bores were not at all bad—and I have fitted a new radiator. The engine is much tighter with the new rings. Incidentally, I sent the pistons away to have the rings fitted, so they should have been put on properly. Now, however, 30 m.p.h. cruising speed is enough to raise the engine to a tremendous temperature. *H. W.*

Loughborough, Leicestershire.

THE trouble may well be that the ring gaps are not sufficient, so that when the engine gets up to working temperature the clearance between the ends of the rings is not sufficient. This is increased by filing the ends of the rings.

Another possible cause of excessive temperature could be incorrect ignition setting, which may have been disturbed when the engine was stripped down. However, as the engine seems very tight it does seem to point to incorrect gapping of piston rings.

Excess Charge

My car is fitted with a 12-volt electrical system and automatic voltage control. The ammeter will sometimes indicate a sudden excessive charge of 20-25 amps, and if the lights are in use they become very bright. I have found that stopping the engine sometimes effects a cure. *N. N. W.*

Co. Down, Ireland.

IT seems that the voltage regulator needs skilled attention. Possibly contact points need cleaning or there may be a little dust which is interfering with the action of the regulator. However, this is definitely not a matter for the amateur to try to remedy himself.

Temperature Gauge

The radiator temperature gauge on my 1947 Standard Twelve has decided to stop working. On examination, I find that the pipe leading from the bulb in the water connection on the cylinder head is a loose fit.

Can you tell me the principle on which these gauges work, and whether or not I could refill it and resolder the pipe to the bulb? *L. W. C.*

Orpington, Kent.

THE capillary tube on the radiator temperature gauge is filled with a liquid which expands when it is heated. It will not be possible for you to refill and solder this unit yourself; you will have to get a replacement unit from the makers.

Brilliant Lights

When revving up my 1936 Ford Eight, the lights increase greatly in brilliance. The Trafficators will not operate fully whilst the engine is ticking over, yet upon revving they function normally. I have had the battery tested and this has proved satisfactory. I have noticed during the last few days that the charge has increased to 14 amps at normal running speed; I have now reduced this to 8 amps. Can you assist me, please? *P. G.*

Enfield, Middlesex.

IT is difficult to advise you except in a general way without being able to examine the car, but the increase in brilliance of the lights must be because the dynamo is for some reason giving a considerably greater voltage than the battery. If this is not because the battery voltage is low, then it must be the dynamo, or something connected with it, that is responsible; but exactly where the trouble may lie is a matter for investigation. It may be simply that a loose connection is introducing extra resistance in the dynamo circuit.

Your remark about the Trafficators, however, does suggest that the battery voltage is low in spite of the fact that you had the battery tested and that it has apparently proved satisfactory.

At the M.C.C.'s Silverstone meeting (see page 1093): H. Cocker's Riley pursued by an XK120 (S. Boshier) and Mrs. Stapleton's Aston Martin.

THE SPORT

Conducted by S. C. H. DAVIS and J. A. COOPER, A.M.I.Mech.E., M.S.A.E.

COMING SHORTLY

SEPTEMBER 14.—Alvis Register (Midlands). Noggin and natter, Punch Bowl Hotel, Warwick, 7 p.m. onwards.

14-15.—N.W. London M.C. London Rally, starting from the Berkeley Arms, Bath Road, Cranford, Middlesex, 7 p.m.

15.—**R.A.C. Tourist Trophy Race, Dundrod Circuit, near Belfast, N. Ireland, 2 p.m.**

15.—Southsea M.C. Members' day speed trial, Goodwood, Sussex, 1.30 p.m.

15.—Waterloo and D.M.C. Altcar speed trials, Altcar Rifle Range, Hightown, near Formby, Lancashire, 2 p.m.

15-16.—Bridlington and D.M.C. Bridlington Rally, starting Bridlington, Darlington, Manchester and Sheffield; rally headquarters Alexandra Hotel, Bridlington, Yorkshire.

16.—**Italian Grand Prix, Monza Autodrome near Milan, Italy.**

16.—Ceman M.C. President's Cup Trial, starting from the Mitre Hotel, Hampton Court, or the Middlesex Arms Hotel (at junction of Barnet by-pass and the Barnet-St. Albans road), 11 a.m.

16.—A.C. Owners' Club. Driving test, Redhill aerodrome, Surrey.

16.—Stockport M.C. Picnic lunch, leaving Town Hall, Stockport, 11 a.m.

16.—Alvis O.C. (Northern). Main road trial, starting from Church Lane, Whalley, Lancashire, 2 p.m.

16.—Gosport A.C. Closed speed trials, Flight Test Road, Fleetlands, Gosport, Hampshire, 11.30 a.m.

16.—Vintage S.C.C. Madresfield rally, near Malvern, Worcestershire.

16.—Thames Estuary A.C. Autumn Rally, starting from the car park, Queens Hotel, Westcliff-on-Sea, Essex, 10.30 a.m.

16.—Herts County A. and A.C. Speed trial, Beechwood.

19.—A.C. Owners' Club. Film show, Eden Park Hotel, opposite Eden Park Station, near Beckenham, Kent.

22.—**Midland A.C. International speed hill-climb, Shelsley Walsh, 10 miles north-west of Worcester, 1.30 p.m.**

22.—Maidstone and Mid-Kent M.C. Speed trial, Gravesend Airport, Gravesend, 2 p.m.

22-23.—Scottish S.C.C. Heather Rally, starting Glasgow and Edinburgh.

23.—**Tyrol rally, Austria.**

23.—**Modena race meeting, Italy.**

23.—Peterborough race meeting, Silverstone.

23.—W. Essex C.C. Chelmsford rally.

23.—W. Hants and Dorset C.C. Trial, Rowington, Dorset.

23.—Brent Vale M.C. Treasure hunt, starting Norwood Green, Southall, Middlesex, 3 p.m.

23.—V.S.C.C. Hill-climb, Prescott, near Cheltenham, Gloucestershire, 1 p.m.

NOW the main interest of the sporting world is focused on two places—Dundrod and Monza. Tomorrow the R.A.C. Tourist Trophy race takes place at the former venue, and on the following day the famous track outside Milan will see the 22nd Italian Grand Prix. Two very different events, for widely different types of car; but it is a pity that they should be held at the same week-end, as this has prevented various drivers from competing in both.

One difficulty that this may have created is that of a driver for the second B.R.M. at Monza; it is hoped that two cars will compete, with Reg Parnell at the wheel of the first. But both Peter Walker and Stirling Moss are driving at Dundrod, as are most of Britain's other top-line drivers; the name of Ken Richardson has been mentioned as a possible second driver, but as the R.A.C. did not approve his nomination (as reserve driver) for the British G.P. on the grounds of his limited experience in actual racing, it does not seem likely that they will view his *début* in Italy in any different light.

At the risk of sticking my neck right out, I will say that the T.T. should be won by an XK120C Jaguar (probably Moss), with Frazer Nash, Lester M.G. and (possibly) the D.B. as its principal challengers on handicap, and that I think that Alfa Romeo will probably win the Italian G.P. (very likely with Fangio driving the winning car). But there are so many uncertainties in motor racing that these prophecies, now made, are almost certain to be upset!

ON the same day as the Italian G.P., but in the morning, there is the Monza race for unsupercharged 1,100 c.c. cars known as the 8th Gran Premio Vetturette. For this there will no doubt be a large entry of Oscas, Stanguellinis and other Italian cars, many of which are very fast; but I am glad to learn that Britain will be represented by two 1,100 c.c. Coopers, to be driven by W. S. Aston and R. Montgomerie-Charrington. If these cars can only be persuaded to stay the course, they will give a good account of themselves.

THE reason for the fact that Stirling Moss did not, after all, get his promised drive in a works Ferrari in the Bari G.P. seems slightly obscure at the moment; the car which he should have driven was a new 2½-litre, which duly arrived, but which was given to Taruffi instead of Moss—it actually finished third. Several contradictory explanations were produced for this procedure, none very satisfactory, and the truth is difficult to discover. One rumour is that the Italian drivers objected to the employment of another "foreigner," which I am loth to believe, while another blames the incorrect newspaper reports that Stirling Moss had already signed up for next year with B.R.M. The race organizers, having advertised Stirling as one of their attractions, were naturally not very well pleased; eventually David Murray came to the rescue with the offer of a drive in his own Ferrari. But all this came to naught when the latter car dropped a valve into a cylinder during practice.

THE entry list for the N.W. London Motor Club's London Rally—which will start this evening—has closed with a total of 137 competitors and a record number of 36 teams of cars. Ian and Pat Appleyard will be competing in two XK120s; it will be the first time that Mrs. Appleyard has driven by herself in a rally. With Mrs. Allard driving an Allard saloon, Mrs. Lorna Snow in her XK120 (fitted with leopard skin seat covers) and Mrs. N. Mitchell driving her H.R.G., there will be keen competition for the Coupe des Dames. Other entries include Michael Lawson's XK120, E. G. Smith's blown Morris Minor, the Land Rover of Major Bradley, "Buster" Ring's J2 Cadillac-Allard, "Skelly" Allan's Jowett Javelin, and teams of

(Continued at foot of next page)

Fraser Nash Wins 35th Targa Florio

FOR the first time in history a British car has won the famous and gruelling Targa Florio race, and never since this 35-year-old event was first run has there been such a performance by a British car.

The weather was fine and enormous crowds watched the race. Twenty-five cars faced the starter and were dispatched at intervals over the famous mountain course of Madonie, near Palermo, Sicily. Among these were no fewer than eight Ferraris, some driven by first-class competition drivers; two English Frazer Nashes were driven by T. A. S. O. Mathieson and Franco Cortese.

The race was over eight laps of the 75-kilometre, twisty circuit. At the end of the first lap Bracco, in his 4,500 c.c. Ferrari, was leading, with Mancini and Stagnoli, also in Ferraris, second and third; Cortese (Frazer Nash) was 3 minutes 43 seconds behind the leader. On the second lap Bracco retired at the pits with broken shock absorbers, and Stagnoli took the lead in his 2,560 c.c. Ferrari, with Mancini second and Cortese third. But while the Ferraris were slowed by clutch and suspension troubles on lap 3, Cortese came into the lead, with Rossi second, and Mathieson, on the other Frazer Nash, third—5m 29s behind him.

On lap 4 there were surprises and many changes of drivers, for the race was hard and tiring. Cortese, however, did not change and kept the lead, while cars were falling out of the running one after the other. Bracco, whose Ferrari had retired, took the wheel of the 2,560 c.c. Ferrari (previously driven by Cornacchia) that was almost 14 minutes behind Cortese. He cut to half the lead of the Frazer Nash, while Mathieson, who drove a very good race, was finally put out of the running by gasket trouble on his car. Bracco, in his efforts to catch Cortese, broke the long-standing lap record set up in 1932 by the great Tazio Nuvolari, but could not make up time enough to reach the British car.

Cortese drove the final lap at his fastest and won the race by just over 3 minutes, the victory proving to be very popular. The car behaved beautifully and Cortese drove like the master he is. Of the 25 starters, only seven cars finished.

Result.—Race distance: 576 kilometres: 1, Frazer Nash (F. Cortese), 7h 31m 7.8s, 47.6 m.p.h.; 2, Ferrari (Bracco; L. Cornacchia), 7h 54m 10.2s; 3, Maserati (Bernale). **Fastest lap:** Bracco, 52m 25.6s, 51.2 m.p.h. 25 starters, 18 non-finishers.

THE SPORT' . . . . . continued

M.G.s, Standard Vanguards, Ford Anglias, to mention but a few.

The Imhofs, who have planned the event, have certainly done their best to make it entertaining. From the Berkeley Arms Hotel, near London Airport, Bath Road, Cranford, from 7 p.m. onwards, competitors will drive off into the night, checking in at the Hay-on-Wye control at 11.48 p.m. A map-reading section will follow across the Welsh mountains and countryside, taking competitors back again to the Crown Hotel, Hay-on-Wye, at 2 a.m. the next morning. The finish will be at the Berkeley Arms Hotel, Cranford, at 3 p.m. Total distance will be 595 miles.

IT was wonderful news that the revival of the great Targa Florio race should be marked by the British victory (see above). Since the war, it has looked as though the Tour of Sicily, run right round the island, might take the place of the older race, but Vincenzo Florio, who as a young man started the original series, determined to organize a race in the great tradition over the famous and terrible circuit in the Madonie mountains, near Palermo, which was used from 1932 to 1936. Florio is now president of the Automobile Club of Palermo, and he was the promoter of Sunday's race, which was the 35th Targa Florio. The course is 72 kilometres long, just under 45 miles, and had to be covered eight times.

The race record over eight laps was established by Nuvolari in 1932 averaging 48.7 m.p.h. on a Monza-type Alfa Romeo, and this remains unbeaten, although Bracco broke Nuvolari's lap record.

Also, sticking to tradition, Florio refused to pay any starting money, but the prizes were enormous. Cortese's win in the Frazer Nash brought him 3,000,000 lira (£1,700), in addition to any bonuses.

Cortese, driving for Scuderia Ambrosiana, has had an excellent season with this car so far. He won the 2-litre class in the Tour of Sicily, was second in the same class in the Mille Miglia, and recently won the Enna Circuit race in Sicily.

J. A. C.

CLUB NEWS

Furness District M.C. A trial for the standard type car will be run over 70 miles of roads in the lakes and Furness area on September 23. Driving tests will punctuate the course, but there will be no chassis-breaking sections. Start will be at 1 p.m. from the Concle Inn, Rampside, Barrow, Lancashire.

A week later, on September 30, the R. L. Brown Autumn Consistency Trial will be run, starting from the Gill, Ulverston, Lancashire, at 1.30 p.m.

Bentley D.C. Members will meet at 12 noon on Sunday, September 30, at the Bell Hotel, Tewkesbury, Gloucestershire, for tonic waters, bringing with them a picnic lunch and tea. At 2 p.m. the party will board the yacht *Nimrod* (berthed at the Moorings, on the Avon) have lunch and tea aboard while cruising upstream to the Fleet Inn, Twyning, near Tewkesbury. All members and friends are welcome.

Stockport M.C. A rally for standard type cars will start from the Town Hall Square, Stockport, on October 7, finishing in Chester. Competing clubs will be the Lancashire and Cheshire, Manchester University M.C., Riley (N.W. Centre), M.G. and Stockport. The route will be over class A and B roads in Cheshire and Wales, being about 130 miles long. Entries should be sent to G. Carbert, 11, Hewlett Road, Chorlton, Lancashire.

Of the twenty-three starters in the 80-mile rally run in Derbyshire on September 2, only eight completed the course without retiring or disqualification. The results are as follows: 1, Ford (K. Edmunds); 2, Riley (D. A. Hyman); 3, M.G. (A. Hoy).

Winfield Joint Committee. The date for the Winfield Car Race Meeting has been changed from October 6 to October 13. All information concerning this event may be obtained from W. A. Martin, Norwood, Kelso, Roxburghshire.

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Squadron-Leader S. G. Greene WINNER of the 2-LITRE SPORTS CLASS (1,501 cc. to 2,000 cc.) in his LE MANS REPLICA FRAZER-NASH with a time of 32.26 secs.

Mr. H. Kemp-Place was 2nd in this class in his MILLE MIGLIA model FRAZER-NASH with a time of 32.81 secs.

Mr. T. A. D. Crook WINNER of the Formula 2 RACING CLASS (500 cc. S. to 2,000 cc. U/s.) in his LE MANS REPLICA FRAZER-NASH with a time of 32.45 secs.

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CLUB NEWS . . . . . continued

Brent Vale M.C. A treasure hunt will start at Norwood Green, Southall, Middlesex, at 3 p.m. on September 23. Details may be obtained from R. H. Whincup, 42, Melbury Avenue, Norwood Green, Southall, Middlesex.

Bentley D.C. The Firle hill-climb will be held on Sunday, September 30, and members of the following clubs have been invited to compete. Aston Martin O.C. driving Aston Martins, Lancia M.C. driving Lancias, Lagonda C.C. driving Lagondas, the Frazer Nash section of the V.S.C.C., driving chain-driven Frazer Nashes, and Brighton and Hove M.C. Closing date for entries is tomorrow, September 15; these should be sent to Lt.-Col. C. H. D. Berthon, Madges, Long Crendon, Aylesbury, Buckinghamshire.

Newcastle and District M.C. Best performance in the closed invitation rally run on September 2 was put up by S. Weightman, driving a Ford Ten.

Bristol M.C. and L.C.C. Regulations for the national car race meeting at Castle Combe (Wiltshire) on October 6 may be obtained from C. B. Salter, 25, Cotham Road, Bristol, 6.

Leeds University Union M.C. The enrolment days for membership of this club for the forthcoming year will be from October 1 to 3, at the University Union, Leeds, where old students of the University may renew their membership, or join the club by contacting C. P. Hainsworth, the honorary secretary.

S. Caernarvonshire M.C. At midnight on October 6-7 competitors will start from Rhyl and Criccieth in the club's Birthday Rally, which will have a road section of 250 miles finishing at the George Hotel, Criccieth, for breakfast on October 7. Driving tests will follow at Butlin's Camp. Entries to D. A. Thomas, National Provincial Bank, Abersoch, Pwllheli, Caernarvonshire.

A.C. Owners' Club. The two Dunlop films, *Endurance* (Le Mans 24-hour race) and *Far Horizons* (Dunlop war effort) will be shown at the Eden Park Hotel, opposite Eden Park station, near Elmers End, near Beckenham, on September 19. Snacks will be available, and organizer Blackmore-Reed would appreciate advance notification of proposed attendance; his address is: 372, Wickham Road, Shirley, Surrey.

At the Barley Mow, Horseferry Road, London, S.W.1, on September 26, a talk will be given for members and friends of the club.

Vintage S.C.C. The Welsh Rally (October 6 and 7) will be run in four sections. The rally, which will finish at 6 p.m. on Saturday, October 6, at the Radnor Arms, Presteign, will cater for Vintage and Edwardian cars; an appearance competition on the following day will be arranged exclusively for the Edwardian contingent, with a hill-climbing test—also for Edwardians—immediately following; for Vintage cars a reliability trial will start at 12 noon near Presteign on the Sunday. Regulations and entry forms may be obtained from T. W. Carson, Mellaha, Pack Lane, Kempshott, Hampshire. Entries will be limited to 50; closing date, September 22.

Thames Estuary A.C. The Autumn Rally, for club members only, will be run on September 16, starting from the car park in front of the Queens Hotel, Westcliff-on-Sea, Essex, at 10.30 a.m. The complete route, of 162 miles, will be within the area covered by the one-inch Ordnance Survey map number 162, which competitors must supply themselves. Secretary of the event is A. E. Hugo-Parsons, of 1069, London Road, Leigh-on-Sea, Essex.

IN BRIEF

Mr. Arthur Freeman, who joined Joseph Lucas, Ltd., when he was 13, has died at the age of 69. He retired in 1945.

New car hire reception offices and showrooms were opened on September 7 near Kensington air terminal, in London, by the firm of J. Davy, Logan Place, London, W.8. Sir Alexander H. Maxwell, K.C.M.G., chairman of the British Travel and Holidays Board, performed the ceremonial opening.

A new factory at Staines, Middlesex, has been acquired by Hills Patents, Ltd., Hills House, Chenies Mews, London, W.C.1. The building covers 7,200 square feet and an adjoining site will be used to build a second works. This will provide a total of 27,000 sq ft. The firm is best known for number plates and traffic signs.

Mr. F. P. Turner, who was used car manager of Mann Egerton and Co., Ltd. from 1920, died recently. He joined the company in 1905 as a mechanic.

The service station address of Charles Follett, Ltd., is now Barnsdale Road, Elgin Avenue, Maida Vale, London, W.9. Telephone, Cunningham 5936-7-8.

The chief buyer of the Armstrong Siddeley company, Mr. J. A. Simmons, has retired after 45 years of continuous association with car and aero engine manufacture.

Mr. David D. Walker, M.A., M.I.E.E., has been elected president of the British Engineers' Association. Mr. H. S. Broom, M.B.E., B.Sc., M.I.Mech. E., was re-elected vice-president.

Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 16000. PB-type M.G. Midget.
"H.N.B."—General information and a handbook.

No. 16001. 1937 Frazer Nash-B.M.W.
"C.H."—All possible information and a handbook for the Type 319.

No. 16002. 1930 Riley Nine.
"P.H.B."—Maintenance data and a handbook.

No. 16003. 1935 21 h.p. Talbot.
"B.W."—Maintenance hints and tips, general information and a handbook.

No. 16004. 1939 Fiat 500.
"H.G."—Any available information and a handbook.

No. 16005. 1933 P-Type M.G. Midget.
"J.T." (Australia).—All possible hints and tips and a handbook.

No. 16006. Handbooks Required.
"D.F."—1933 T-type M.G. Midget.
"H.G.H."—Standard Eight.
"G.A.A."—1938 2-litre M.G.
"E.E.N."—1938 Series III Morris Ten.
"G.H.B."—Morris Twelve Series III service manual and spares list.
"J.McM."—1935 Riley Nine Kestrel.
"R.R.E.G."—1936 Austin Twelve-Six.
"C.J.E."—1934 10 h.p. B.S.A.
"W.S."—1938-39 TA type M.G. Midget.
"R.G."—1931 Singer Junior.
"W.R.B."—1938 2-litre M.G.
"E.H.C."—1938 Rover Sixteen.
"R.J.T.H."—1935 Alvis Speed Twenty.
"G.W.L."—1930 o.h.v. Morris Minor.
"J.C.M."—1933 8 h.p. Ford.
"G.R.C."—Wolseley Hornet.
"J.H."—1937 Rover Ten.
"M.C."—1937-38 Hillman Minx.
"D.T."—1930 M-type M.G. Midget.
"B.W."—1939 J-type Vauxhall Fourteen.
"P.C.H.C."—1937 Lanchester Eleven.

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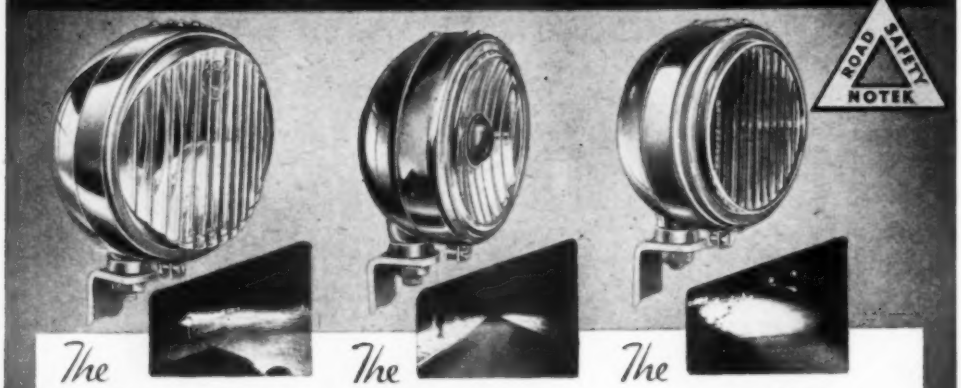

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BUICK Super Eight Pullman enclosed Limousine, 1939, previously privately owned, moderate mileage, fitted heater and demisting, radio, steering col. gears, 3-seater face fwd. occasionals, winding div., etc. **£895**
HILLMAN 21 h.p. enclosed seven-seater Limousine, 1938 model with the special long chassis all steel body, a most desirable car, complete engine reconditioning last year, excellent black finish with dark blue leather, wide face forwards, division, inter-com., etc. ... **£545**
HUMBER Pullman 27 h.p. Limousine, 1937, fully equipped with winding division, face fwd. seats, inter-com., etc., runs well but interior shabby ... **£295**
HUMBER Pullman 27 h.p. Phase II enclosed Limousine, June 1949, with steering column gear change headlamps built into wings and all the latest features, the whole car in condition almost as brand new, one owner only, taxed privately since new, recorded mileage 10,000 magnificent mechanical order ... **£1,895**

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12 h.p. Five-seater Saloon, 1935, with external rear boot and good leather upholstery, sound runner **£195**
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Oxford Saloon, 1950, maroon with leather to match, loose covers, special mats, cond. almost as new **£1,096**
25 h.p. five seater Saloon, 1939, a good example of a well kept pre-war car, major overhaul recently **£425**

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10 h.p. Saloon de luxe, 1935, quite a nice example recent mechanical overhaul (bills available), new tyres fitted last month, typical smooth Rover perfor. **£295**
10 h.p. Saloon, 1937, original duo-blue finish, loose covers, discs, passlights, etc., new Avon tyres **£395**
10 h.p. Saloon, 1937, similar model to above but in somewhat superior condition, smaller mileage **£445**
10 h.p. Saloon de-luxe, 1939, late-type model with similar features to 1947 model, one very careful owner, maintained by leading Rover distributors ... **£495**
10 h.p. Saloon, 1946, Rover grey with blue leather, well maintained, mod mileage, heater ... **£995**
12 h.p. Saloon, 1936, an exceptionally good runner, body sound but cellulose slightly dull in places **£365**
12 h.p. Saloon de-luxe, 1939, in original condition throughout except for recent engine overhaul **£675**
12 h.p. Saloon de luxe, 1946, one fastidious private owner, outstanding condition throughout ... **£1,075**
14 h.p. Saloon de-luxe, 1936, dark green, sound coachwork and tyres, back axle a trifle noisy ... **£275**
14 h.p. Sportsman's four light Saloon, 1938, finished in maroon with leather to match, recent complete overhaul by makers, rebore, sleeve, etc., etc. ... **£545**
14 h.p. Saloon de luxe, 1947, fitted heater, etc., as condition, distributor main, since new **£1,145**
16 h.p. Special four light Sportsmans Saloon, 1937, Rover green, typical Rover sports performance **£495**
16 h.p. Saloon de-luxe, 1939, similar model to post-war, £140 makers overhaul last year, all bills available for inspection, outstanding, new Avon tyres **£795**
16 h.p. Saloon de-luxe, Jan. 1946, in beautiful condition, very small mileage, fitted heater, etc., etc. **£1,195**
"75" Saloon, 1949, immaculate maroon with leather to match, loose covers, one owner, almost as new **£1,595**
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20 h.p. Foursome drophead Coupe, 1939, beautiful Tickford bodywork, a very rare and highly prized model, many special features, exceptionally fast **£795**
20 h.p. Sportsman's Saloon, 1938, fitted radio and pass-lights, special economy jets, etc., attractive black finish with dark red leather, two owners only since new, magnificent performance, new Avon tyres **£595**

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Every car below represents excellent value for money.

8 h.p. Saloon, 1937, Popular model, quite a sound runner, coachwork and interior require cleaning up **£165**
9 h.p. Saloon, 1936, black with dark green leather, nippy engine, almost new Dunlops, passlights, **£235**
8 h.p. Saloon, 1936, similar to above model, reconditioned engine fitted Nov. 1950, outstanding value **£245**
8 h.p. Anglia Saloon, 1940, identical in appearance to post-war Anglia, a very economical family Saloon **£395**
9 h.p. Anglia Saloon, Jan. 1946, smart black finish with dark blue leather, excellent engine and tyres ... **£495**
9 h.p. Anglia Saloon, 1949, in green, loose covers, passlights, demisters, etc., immaculately maintained **£675**
10 h.p. New type Saloon, 1938 series, dark green, loose covers, good running order, three new Dunlops **£295**
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10 h.p. Prefect Saloon, 1949, black with beautiful de-luxe red leather interior, nominal mileage only **£850**
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30 h.p. V8 Saloon, 1939, the very desirable model 91A, finished deep maroon with leather interior to match, quiet, smooth engine, heater and passlights ... **£495**
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14 h.p. Saloon, 1939, a similar car to above, one private owner since 1942, original dark blue finish ... **£445**

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CHRYSLER 20 h.p. Kew Saloon, 1937, real leather upholstery, good engine and tyres, fitted radio **£295**
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BUICK Regent six-seater Super Eight Saloon, 1940, the most expensive Saloon produced by Buicks pre-war, original cost over £900 with extras, a really fine car, smooth powerful engine, six almost brand new tyres, rimbellishers, motorolla, radio, etc. ... **£695**
BUICK Special Viceroy six-seater de-luxe Sal. 1939, privately owned, maintained by London Agents **£595**
HUDSON 22h.p. six-seater Saloon, 1939, with steering col. gear change, heater and demisting, etc., original dark blue finish, leather upholstery, sound order **£495**
OLDSMOBILE Six, super-de-luxe Touring Sal., 1936 full 6-seater body, good tyres, make good hire car **£235**
PACKARD Super Eight Saloon, 1946 (regd.), sound black coachwork, extra large type six-seater body, six very good Dunlop tyres, passlights, rimbellishers **£345**
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12 h.p. Foursome Drophead Coupe, 1938 model, late registration, very scarce and desirable car, smart lines, new hood and tyres, delightful performance ... **£425**
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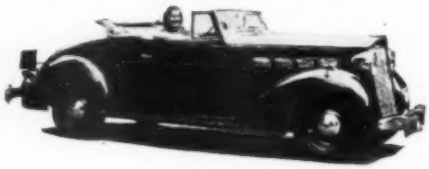

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BARTLETT.—Alfa-Romeo, finest selection available; we are always interested buyers.—27a, Pembridge Villas, W.11. [3118

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CHIPSTEAD MOTORS, Ltd., Onslow Garage, 197, Fulham Rd., Kensington, S.W.3., are keen buyers of late models. Flaxman 0052. [9512

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ALLARD MOTOR Co., Ltd., Service Dept., 51, Upper Richmond Rd., London, S.W.15. Tel. Vandyke 2333.

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INDEX

	Page
Ambulances	163
Auctions, Tenders, etc.	171
Axleshafts	167
Balancing	167
Ballraces	167
Batteries, etc.	167
Books, etc.	171
Brakes, Cables, etc.	167
Business and Property	170
Camshafts	167
Caravan Section	164
Carburettors, Economisers	167
Car Covers	167
Car Radio	166
Cars for Hire	166
Chromium Plating	167
Clothing, etc.	167
Coachbuilders and Bodies	166
Commercial Vehicles	164
Cylinder Grinding, etc.	167
Dynamos	167
Electrical Equipment	167
Engines and Accessories	167
Exchange	166
Export	166
Financial Partnerships	167
Garage Equipment	168
Gear and Steering Boxes	168
Generating Plant	167
Hoods, Cellulose, etc.	168
Hotels	171
Independent Suspensions	168
Insurance and Insurance Companies	168
Loose Covers	168
Machinery and Tools, etc.	168
Magnetos	168
Mats, Rugs, etc.	168
Miscellaneous	168
Mobile Canteens, Kitchens, etc.	163
Motor Cycles	165
Motor Hearses	163
Mudguards	168
New Cars	164
Obituary	167
Official Appointments	171
Packing and Shipping	167
Parts and Accessories	168
Patents, Experimental Work	167
Pistons	169
Radiators, Muffs, etc.	169
Repairers, Welding, etc.	169
Roof and Rear Luggage Racks	169
Safety Glass	169
Second-hand Cars for Sale, Wanted and Spares and Service	137-163
Shock Absorbers	169
Silencers	170
Situations Vacant	170
Situations Wanted	171
Speedometers	170
Springs	170
Superchargers	170
Taxicabs	163
Trailers	164
Tuition	167
Tyres and Tubes	170
Valve Guides	170
Wheels, Discs, etc.	170
Windscreens	170

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1947—1950 Alvis 14hp cars from £1,050.

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GORDON CARS (LONDON), Ltd.—1950 Alvis 14hp saloon, maroon.—Below.

GORDON CARS (LONDON), Ltd.—1950 Alvis 14hp saloon, black.—Below.

GORDON CARS (LONDON), Ltd.—1950 Alvis 14hp coupe, grey.

GORDON HOUSE, 373, Euston Rd., London, N.W.1. Euston 6611. [5331

ALVIS Crested Eagle 20hp saloon, very good condition throughout; £300.—Box 4010. [5695

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WALTER SCOTT, Ltd.—1938 Alvis Silver Crest saloon, dark blue, brown hide, excellent condition; bargain £395.—39, College Crescent, Hampstead, N.W.3 (Finchley Road Tube). Pri. 5914. [2976

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Alvis Cars Wanted

R

ROWLAND SMITH'S, the Alvis buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0014

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Alvis Cars Wanted

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THE Alvis buyers.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [1286

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A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0494

S. F. ERSKINE & SONS, Alvis distributors of Woking, invite details of late models for disposal.—Woking 330. [0697

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1946 Ford V.8 6-seater drop head coupe, model No. 76 (Club Convertible), right-hand drive.
1947 Ford V.8 (American) 6-seater saloon, right-hand drive model, radio, heater, etc.
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P & J

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GUY SALMON AUTOMOBILES, Ltd., offer:—

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GORDON CARS (LONDON), Ltd.—1950 Armstrong Hurricane coupe, black.—Below.

GORDON CARS (LONDON), Ltd.—1947 Armstrong Lancaster saloon, black.—Below.

GORDON CARS (LONDON), Ltd.—1947 Armstrong Hurricane coupe, blue.

GORDON HOUSE, 273, Euston Rd., London, N.W.1. Euston 6611. [5335

1947 Armstrong Hurricane coupe, fitted new hood, radio, in immaculate condition, manual gear box; £985.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [5082

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1949 (model) Armstrong Siddeley Lancaster 4-door saloon, black with brown leather, heater, 15,000 miles only.

RIPCO Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952/3/4. [5094

1948 Armstrong Siddeley Typhoon sports saloon, radio and heater; £1,165.—L. F. Dove, Ltd., Guildford Rd., Woking 1282. [4066

1947 Armstrong Siddeley; £895.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [4963

1947 Armstrong Siddeley Lancaster saloon, mileage 16,000 only, colour black, taxed, immaculate condition; £1,050.—Below.

1947 Armstrong Siddeley Typhoon saloon, 24,000 miles, colour maroon, spot light, heater, loose covers, immaculate condition, taxed year; £985.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431/2. [4301

1948 Armstrong Siddeley Typhoon, black/brown hide, immaculate, bargain; £1,000.—Wright, 75, Montrose Ave., Luton, Beds. Luton 969. [5168

1950 Armstrong Siddeley Whitley saloon, 8,000 miles.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [5508

ARMSTRONG SIDDELEY Lancaster saloon, in new condition, first registered 10.9.49, low mileage; £1,375.—Montrose, Northern Parade, Portsmouth. [4886

1950 Armstrong Siddeley Whitley saloon, 6,000 miles, immaculate; £1,840.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [4965

HURRICANE 1946 Armstrong Siddeley, in black with red leather upholstery, carefully driven by doctor; £795.—R. C. Wimbush, Ltd., 312, Earl's Court Rd., S.W.5. Fremantle 8401.

1938 Armstrong Siddeley 17hp, 7-passenger, face-forward seats, over £350 spent on reconditioning bills; £625 or near offer.—Kearton, Perrin's Walk, Hampstead, N.W.3. [4753

£885—1947 Armstrong Hurricane foursome drop head coupe, black, maroon, maroon interior, manual gear box, excellent condition throughout.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [5676

ARMSTRONG SIDDELEY Typhoon saloon, black, first regd. December, 1947, one owner, under 10,000 miles, perfect condition, synchromesh, new tyres; price £1,150 or near offer.—W. H. Colt, Bethersden, Nr. Ashford Kent. Tel. Bethersden 216. [5704

1948 Armstrong Siddeley Hurricane foursome drop head coupe, colour pastel green, very low mileage, as new throughout, original owner from new; £975; exchange considered.—Pal. 7935, Turner, 9, Berkeley Court, Avenue Rd., Southgate, N.14. [5657

1250gns.—Armstrong Siddeley, April, 1949, Lancaster 4-door saloon, black, sliding head, fawn leather with loose covers, radio, good tyres, one careful owner, small mileage, exceptional condition; terms, exchanges.—Rowland Smith, below:—

795gns.—Armstrong Siddeley, June, 1946, Hurricane foursome drop head coupe, black, brown leather, manual gear change, Masteradio, excellent condition; terms, exchanges.—Rowland Smith, below:—

175gns.—Armstrong Siddeley, 1935 model, 12hp sports foursome coupe, black, sliding head, grey leather, preselector, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5561

A & S Limousines 1938 25hp, partition, widest occasionals, black exceptional carriages, certified mechanically.

1939 Long-17 Double Enclosed widest occasionals, black certified mechanically, bargain. Seen:—

ALPE & SAUNDERS (100 Limousines: Lists posted) Providence Court, Grosvenor Square. Mayfair 2941. [4986

Armstrong Siddeley Cars Wanted

ROWLAND SMITH'S, the Armstrong buyers.—Hampstead High St. (Hamp. Tube). Ham. 6041. [0916

ANY post-war Armstrong Siddeley wanted.—Corbitt & Taylor, 22, Conduit Mews, W.2. Amb. 6049. [3545

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0135

PASS & JOYCE, Ltd., London and District distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184, Gt. Portland St., W.1. Museum 1001. [0585

Armstrong Siddeley Cars Wanted

ARMSTRONG SIDDELEY Hurricane coupe in good condition urgently wanted.—J. R. Inwards, Ltd., High St., Ruislip 3033-4-5. [0903

R. S. CURRIE & Co., Ltd.—Armstrong Siddeley saloon cars wanted.—105, Westbourne Grove, Bayswater, W.2. Bayswater 0085. [5728

HENLY'S, Ltd., wish to purchase first-class carefully used Armstrong Siddeley cars.—1-5, Peter St., Manchester. Tel. Blackfriars 7843. [0601

Armstrong Siddeley Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0235

ARCOT MOTORS, preselector gear boxes, exchange and repairs.

ARMSTRONG SIDDLELEY Owners.—Complete overhauls, service and repairs by our highly skilled and specialist mechanics in our modern well-equipped workshops.

ARCOT MOTORS, Ltd., 169, Fulham Rd., S.W.3. Write, call or 'phone Kensington 7301. [0644

BIRMINGHAM distributors spare parts from 1932.—Frank Moseley (A. S. & S.), Ltd., the Depot, Seward St., Birmingham, 18. Edg. 0916. [0548

A LARGE stock of spares for the above cars always available.—Pass & Joyce, Ltd., London distributors. Works, Hawley Crescent, Camden Town. Tel. Gul. 4141.

HENLY'S, Ltd., Cheetham Hill Rd., Manchester, 8, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6216. [0602

CENTRAL GARAGE, Croydon, distributors for Armstrong Siddeley cars, sales, spares and servicing, complete overhauls, mechanical or coachwork.—Central Garage. Tel. Cro. 7464. [1999

ASTON MARTIN

BROOKLANDS for individuality.

ASTON MARTIN distributors; new 2.6-litre demonstration car available.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8351-6. [5062

1935 4-seater, innumerable extras, splendid condition; £575, offers.—13, Holly Drive, London, E.4. Silverthorn 1341. [4883

450gns.—Aston Martin Mk II 4-seater, rear tele-controls, new hood, curtains, taxed.—85, Castlecroft Rd., Wolverhampton. Tel. 61065. [5388

ASTON MARTIN 1935 Ulster model CML719 2-seater, condition perfect throughout, ready for competition; £650 or near offer.—Tel. Ewell 7325 after 7.30 p.m. [5603

1948 (June) 2-litre Aston Martin drop head coupe, 13,000 miles, finished in alpine blue, trimmed grey hide, light blue carpets, very fast and comfortable with perfect road manners; £1,950.

MORGAN, Moorings, West End, Woking. Tel. Chobham 46 (after 7 p.m.). [5072

Aston Martin Cars Wanted

ASTON MARTIN cars wanted for cash; full details.—Friary Motors, Ltd., Old Windsor. Windsor 2002/3.

CASH immediately for good Aston Martin.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [5217

ROWLAND SMITH'S, the Aston Martin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0917

Aston Martin Spares and Service

FRIARY MOTORS, Ltd.

SOLE suppliers of spares for all Aston Martin cars produced up to 1940; specialised servicing facilities; 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 2002-3. [0198

AUBURN

AUBURN sports roadster, 30hp 3-seater, rare model, magnificent body, four outside exhausts, radio, etc.; £295.—Box 3977. [5437

AUSTIN SEVEN

STARNES MOTORS offer:—

£239—Austin 7 saloon, 1936, in exceptionally good condition.

STARNES MOTORS, 103, Cricklewood Broadway, N.W.2. Gladstone 2480. [3529

DICKS CAR SALES offer:—

1939 Austin 7 saloon, recent overhaul; choice of two; £350.—Below.
1937 Austin 7 saloon, very genuine car; £295.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [2279

1932 Austin 7 saloon, excellent condition throughout; £130, choice of three.

X.L. SERVICE STATION, Kingston Vale, S.W.15. Kingston 8333. [4218

WALTER SCOTT, Ltd.—1938 Austin Big 7, black, brown leather, excellent condition; £295; terms and exchanges.—39, College Crescent, Hampstead, N.W.3 (Finchley Road Tube). Pri. 5914. [2975

225gns.—Austin 7, 1937 model, Ruby de luxe saloon, dark blue, sliding head, blue leather, good Dunlop tyres; taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5562

Austin Seven Cars Wanted

ROWLAND SMITH'S, the Austin 7 buyers.—Hampstead High St. (Hampstead Tube.) Ham. 6041.

RAYMOND WAY, the hire-purchase specialists, are still buying Austin 7s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0834

AUSTIN EIGHT

AUSTIN 8 1949 saloon, recellulosed, radio, new tyres, one owner; nearest £575.—Derwent 4127. [4877

1939 Austin 8, resprayed; £375.—Barnes Garage, 315, Finchley Rd., Hampstead, N.W.3. Ham. 2221. Mai. 1627. [2592

1938 Austin 8 sln., recon. engine; £400.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [4843

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN EIGHT

£425—Austin 8 1940 type saloon, interior and bodywork excellent, all extras, excellent throughout; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7; open Mon. to Sat. 9-6. (50 yds. Holland Park Tube.) [4710

TANKARD & SMITH, Ltd., offer:—1947 Austin 8 saloon, one owner since new, very good condition; £640.—228 232, High Rd., N.15. Stamford Hill 3291. [5391

1939 Austin 8 saloon, black, brown leather upholstery, immaculate condition throughout; £425.—M.B. Motors, 356, New Cross Rd., London, S.E.4. Tideway 3779. [2075

AUSTIN 8hp tourer (first registered 1946), in excellent condition; £385 or 30 monthly instalments of £15/10/6.—The Cooden Engineering Co., Ltd., Cooden, Bexhill-on-Sea. Tel. Cooden 600. [4779

£595 1947 (model), October, 1946 registration, Austin 8, 4-door de-luxe, one careful owner, genuine bargain.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [5038

TANKARD & SMITH, Ltd., offer 1946 Austin 8 saloons (choice of 3), all moderate mileages and in first-class condition throughout; prices from £595; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801-3. [4863

Austin Eight Cars Wanted

C
M
THE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212. [0952

I NEED post-war Austin 8 immediately.—Fortune, 33, Cambridge Rd., Wanstead, E.11. [0723

ROWLAND SMITH'S, the Austin 8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH buyers of low mileage Austin 8s, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0784

LAWSON PIGOTT MOTORS, Ltd., want modern Austin 8s.—320-2, King St., Hammersmith, W.6. Riverside 4111 and 4061. [5518

RAYMOND WAY, the hire-purchase specialists, are still buying Austin 8s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0835

AUSTIN TEN

DICKS

1947 (September) Austin 10 saloon, one owner, positively unmarked; choice of two from £750.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [1299

WADDINGTON MOTORS, Ltd., offer:—

1946 Austin 10 saloon, exceptionally clean car throughout; £735.—Fortune Green Rd., N.W.6. Ham. 2211. [5086

1946 (Aug.) Austin 10 saloon, one owner, bargain; £645. Also:—

1939 Austin 10 saloon, one owner since new, above average condition; £435.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4725. [5633

1936 Austin 10 Sherborne saloon, good condition; £285; terms, exchanges.

LAWSON PIGOTT MOTORS, Ltd. (Vauxhall Dealers), 320, King St., Hammersmith, W.6. Tel. Riverside 4111 and 186, East Barnet Rd., New Barnet. Barnet 8044 and 2353. [5515

1946 Austin 10 sun saloon, excellent condition throughout, guaranteed; £695.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [4846

£375—Austin 10 Cambridge saloon, 4-door, superb condition, original, very attractive, choice 2; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7; open Mon. to Sat. 9-6. (50 yds. Holland Park Tube.) [4711

£175—1935 Austin 10 saloon, a good runner.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [5675

1946 Austin 10 de luxe saloon, 27,000 miles, one owner; £675.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [4364

1939 Austin 10 Cambridge saloon, black with brown interior, car in beautiful condition throughout, recommended; £495.

FERRARIS, of Cricklewood, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [5645

1937 Austin 10 de luxe saloon, genuine original condition, one owner; £385; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [5210

1939 Austin 10 Cambridge Sal., overhauled; £420.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [4857

1946 (Sept.) Austin 10 de luxe saloon, one owner, in superb condition; £695.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [5460

1937 Austin 10 Cambridge de luxe saloon, blue, paintwork and interior all original, specimen car; £375.—348, King St., Hammersmith. Riv. 2837-8. [5176

1947 (July) Austin 10 sal., black, one owner, 20,000 miles, taxed, as new.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [4807

1936 (model) Austin 10 saloon, black with brown leather, 54,000 miles since new, a very well maintained car; £345.—Robbins, East Putney. Tel. 4581. [5442

1946 (June) Austin 10 saloon de luxe, black, brown leather, sold new by us; good tyres, taxed; £675.—Ironbridge Service Depot, Southall, Middlesex. Southall 2355. [5666

1946 Austin 10hp, black, brown leather, quite outstanding condition in every detail; £675.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bayswater 4274. [5275

225 gns.—Austin 10, 1937, Open Road 4-seater tourer, grey and black, grey leather, good condition; taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5563

THE most popular small car: 10hp Austin 4-door saloon with sliding roof, in black, with beige leather, first licensed 3/5/46, cellulose and chrome perfect, tyres nearly new, 2 spotlights, offered well under market price at £695; exchanges or terms.

MARBLE ARCH MOTOR SUPPLIES, Ltd., Lower High St., Watford, Herts. Tel. Watford 4491. [4592

Austin Ten Cars Wanted

C
M
THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. Euston 1212. [0953

I REQUIRE post-war Austin 10 urgently.—21, Kirkstall Rd., S.W.2. Tulse Hill 1288 (day). [0724

ROWLAND SMITH'S, the Austin 10 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0820

CASH buyers of low mileage Austin 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0785

LAWSON PIGOTT MOTORS, Ltd., want modern Austin 10s.—320-2, King St., Hammersmith, W.6. Riverside 4111 and 4061. [5519

A NUMBER of 1937-9 Austin 10s urgently required; condition immaterial.—C. & W. Motors, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236-7. [5069

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 10s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines) [0836

AUSTIN A40

CAR MART, Ltd.

LONDON distributors.

1950 Austin A40 saloon, radio, heater, 7,000 miles; £1,250.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [5288

CYRIL SHEPPARD offers:—

AUSTIN A40, 2,300 miles genuine, beige with leather, absolutely as new, part exchange, hire purchase and insurances arranged.—102, Kings Rd., Reading. Tel. Reading 2712. [5554

H. A. SAUNDERS, Ltd., offer:—

1950 Austin A40 saloon, green with brown leather interior, radio, heater, etc., 2,000 miles; £1,265.

H. A. SAUNDERS, Ltd., 836-842, High Rd., N.12. Hillside 0024. [4917

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

1950 (August) Austin A40 saloon, olive green, heater, taxed, absolutely as new; £1,195.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 5656 and 3658. [5607

JOHNSTON'S SERVICE GARAGE offer the following genuine bargain:—

1948 (first registered in this country in 1949) A40 saloon, fitted radio, late property of the Turkish Embassy, left-hand drive, taxed and insured; £775.

JOHNSTON'S SERVICE GARAGE, 1a, Mildmay Ave., N.1. Tel. Canonbury 6666. [5283

GORDON CARS (LONDON), Ltd.—1950 Austin A40 saloon, grey.—Below.

GORDON CARS (LONDON), Ltd.—1950 Austin A40 saloon, wine.—Below.

GORDON CARS (LONDON), Ltd.—1950 Austin A40 Countryman, green.

GORDON HOUSE, 373, Euston Rd., London, N.W.1. Euston 6611. [5354

1950 (August) Austin A40 Devon saloon, 7,000 miles; terms, exchanges; £1,185.

GEORGE NEWMAN & Co., 360, Euston Rd., N.W.1. Euston 4466. [5073

A40, under 4,000 miles, S.R., radio, heater; £1,225.—Tel. Wimbledon 2078. [5705

1950 (Aug.) Austin A40 Countryman, one owner, 9,000 miles, as new, £1,150.

CONTINENTAL CARS, Ltd., Portsmouth Rd., Send, Surrey. Ripley 3172. [5347

1949 (late) Austin A40, as new, low mileage, first offer over £1,000 secures.—Box 3997. [5537

1950 Austin A40 sal., 8,000 miles, green; £1,195.—C. A. Peto, Ltd., 42, North Audley St., W.1. May. 3051. [5453

1948 Austin A40 Devon 4-door saloon, left-hand-drive, colour black, beige leather upholstery, a bargain; 769 gns.

RAYMOND WAY of Kilburn, hire purchase specialist, has 200 good used cars under £400. Maida Vale 6044. [5201

ROYS AUTOMOBILES, Ltd., offer:—1949 A40 saloon, low mileage, many extras; £950.—127, Parkway, N.W.1. Euston 2700. [5631

1948 Austin A40 Dorset saloon, colour green.—John Whalley, Ltd., London Rd., Bishop's Stortford. Tel. 181-2. [4699

1948 Austin A40 Devon 4-door saloon, colour black, beige leather upholstery, exceptional value, taxed year; 799gns.

RAYMOND WAY of Kilburn, hire purchase specialist, has 200 good used cars under £400. Maida Vale 6044. [5205

1949 Austin A40 Devon saloon, mist green, beige upholstery, sun roof, heater, 14,000 miles, exceptional condition; £1,075.

HOLBROOK Motor Co. Ltd., Richmond 4014 [5065

1948 (Nov.) Austin A40 Dorset saloon, grey/beige leather, heater; £895.—L. F. Dove, Ltd., Guildford Rd., Woking 1282. [4065

1950 Austin A40 saloon, 2,000 miles, radio and heater.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3568. [5112

1950 (Aug.) Austin A40 Devon saloon, black, brown hide, sliding roof, radio, heater, taxed Dec., 7,000 miles only, one owner; £1,240.

1949 (Oct.) Austin A40 Devon saloon, grey, beige leather, sliding roof, radio, heater, taxed Dec., one owner, 11,000 miles only; £1,095.

SIX months' written guarantee, trade enquiries welcomed.

McKINNON MOTORS, Ltd., Langham House, 3, Stafford Rd., Wallington, near Croydon, Surrey. Established 1906. Tel. Wallington 5404. [4789

TANKARD & SMITH, Ltd., offer:—1949 Austin A40 saloon, one owner, 14,000 miles, excellent condition; £1,065.—226 232, High Rd., N.15. Stamford Hill 3291. [5592

GOLDERS GREEN, H. A. Saunders Ltd., 1950 Austin A40 Sunshine saloon, black brown leather, radio, heater, 10,000 miles; £1,194.—144 Golders Green Rd., Spe. 0011. [5182

1949 (September) A40 Devon 4-door saloon, speedometer reads 11,000 miles, mist green, immaculate, taxed; £1,050; 3 months' guarantee, terms, exchanges.

LAWSON PIGOTT MOTORS, Ltd., Vauxhall Dealers, 320-2, King St., Hammersmith, W.6. Riverside 4111 and 4061. [5513

1949 A40 Devon saloon, horizon blue, radio, heater, sun roof, taxed, one private owner, 15,000 miles, meticulously cared for, condition as new; £1,100.—Box 4005. [5529

1949 Austin A40 Devon 4-door saloon, one owner, splendid condition throughout, grey with beige upholstery; £985.—Pantiles Service Garage, London Rd., Guildford 5326. [5450

MARKET value £1,125, but offered at £1,045.—Austin A40 4-door 10hp saloon in grey with beige leather, first licensed July 1949, mileage only 1,700; the whole car in first-class condition; exchanges or terms.

MARBLE ARCH MOTOR SUPPLIES, Ltd., Lower High St., Watford, Herts. Tel. Watford 4491. [4594

WALTER SCOTT, Ltd.—1949 Austin A40 Devon saloon, blue, heater, low mileage, spotless condition, one owner, £985; terms and exchanges.—39, College Crescent, Hampstead, N.W.3. (Finchley Road Tube). Pri. 5914. [9488

1950 (September) Austin A40 saloon, black, grey leather, one owner, heater, wireless, etc., unmarked, open to any examination; £1,150.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [5595

£985!—March 1949 Austin A40 Devon 4-door saloon in black with fawn leather, loose covers, passlights, etc.—a carefully used car which has covered a nominal mileage only; choice of three others, one green, one fawn, one grey, at

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for our post-free catalogue. Hire-purchase; part exchanges; free delivery; showrooms open till 8 p.m., from Monday to Saturday. [5406

1949 Austin A40 Devon saloon, mist green/beige leather, sliding roof, one owner, 15,000 miles, always maintained by us, any inspection invited, 3 months' guarantee; £1,095.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [5095

Austin A40 Cars Wanted

T
H
E
CAR MART, Ltd.
AUSTIN cars
REQUIRED immediately.
MAKE your enquiries to
AUSTIN House, 297, Euston
ROAD, London, N.W.1.
TELEPHONE: Euston 1212. [0957

I NEED Austin A40 immediately.—80, Ryecroft Rd., S.W.16. Tulse Hill 2788 (day). [0725

A40 car wanted.—Mac, 12, Brambledown Rd., Wallington, Surrey. 6397. [2387

ROWLAND SMITH'S, the Austin A40 buyers.—Hampstead High St. (Hampstead Tube). Ham 6041.

ALMOST new Austin A40 required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4468. [0851

CASH buyers of low mileage Austin A40s, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0786

LAWSON PIGOTT MOTORS, Ltd., want modern Austin A40s.—320-2, King St., Hammersmith, W.6. Riverside 4111 and 4061. [5520

AUSTIN A40 cars wanted.—Motourists (London), Ltd., are immediate cash buyers of A40s and 10hp saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [0704

AUSTIN TWELVE

MEBES & MEBES, Ltd. (Est. 1893), offer:

1934 Austin light 12 de luxe four-door saloon, dark blue, hide upholstery to match, coachwork, mechanical condition and tyres excellent, above average for year; £295.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [4708

1939 Austin 12 saloon, black, sunshine roof, brown leather interior, original condition, recommended; £525.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [5644

L. F. DOVE offer:—1936 Austin 12, black with brown, overhauled; £325.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [5468

GOLDERS GREEN, H. A. Saunders Ltd., 1936 Austin 12/4 saloon, excellent condition; £324.—144 Golders Green Rd., Spe. 0011. [5184

1947 Austin 12 saloon, in beautiful condition throughout; £825.—Bertram Cowen, Hermitage Lane, Streatham. Pollards 2100. [4914

1939 Austin 12 Ascot saloon, sliding roof, new carpets, excellent original condition, any test or trial; £445.—Bell, Wordsworth 6619. [5105

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN TWELVE

395 gns.—Austin 12, 1938, Ascot de luxe 4-door saloon, black, sliding head, brown leather, very good condition, terms, exchanges.—Rowland Smith, below.

195 gns.—Austin 12-16, 1936 Austin 12 Ascot de luxe 4-door saloon (fitted 16hp engine), dark blue, sliding head, blue leather, very good condition, terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5564

1947 Austin 12 saloon, black with brown leather, first registered Sept., 1949, excellent condition; £895.—E. D. Abbott, Ltd., Farnham. Tel. Farnham 6282. [4945

Austin Twelve Cars Wanted

C

M

THE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212. [0954

CASH buyers of low-mileage Austin 12s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

ROWLAND SMITH'S, the Austin 12 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0921

1937-8-9 Austin 12 saloons and limousines wanted.—Motourists (London), Ltd., East Finchley Station, N.2. Tudor 2301-2. [0094

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 12s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines) [0858

AUSTIN SIXTEEN

CAR MART, Ltd.

LONDON distributors.

1949 Austin 16 saloon, 15,000 miles; £1,175.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [5290

NEWNHAMS Ltd.

1950 Austin 16hp hire car, black with brown, occasional face forward seats, radio, low mileage; £1,095.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [5024

HAROLD RADFORD & Co., Ltd.

1949 (March) Austin 16, colour green, one owner, speedometer reading 26,000 miles, in very good condition.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [9122

BUCKS MOTOR Co., Ltd., Aylesbury.

1948 Austin 16 saloon, beautiful condition, one owner, H.M.V. push-button radio, heater; £1,050; exchanges, finance, etc.—Park 6736 and Aylesbury 164. [5245

1948 Austin 16hp saloon, recellulosed black, 25,000 miles; £895.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [5061

AUSTIN 16 saloon, 1936 model, one owner 12 years, almost new condition, original; £285.—Ambassador 1061. [4938

1948 Austin 16 saloon, black and brown leather; £895.—Beardmore Service, 26, Queensway, Bayswater, W.2. Bayswater 0136. [4577

1937 Austin 16 d/l saloon, really above average condition, new tyres; £350.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [5639

AUSTIN 16-6 1937 saloon car, in good condition, taxed, to sell to private persons, two previous owners only.—E. J. Porbat, 8, Charing Cross Rd., W.C.2. [5070

1948 Austin 16hp saloon, black, brown leather, one owner; £935.—Vandervells (Buyers of Good Used Cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [5033

1948 Austin 16 de luxe 4-door saloon, stone colour, brown leather, heater, sun roof, recently overhauled, almost new tyres, 24,000 miles, perfect condition; £1,050.—Holborn 1805 or Beckenham 2791. [5155

1948 Austin 16hp saloon in black, with brown leather, been carefully used and in exceptionally good condition, double arm rests to front seats, cellulose and chrome almost perfect, tyres as new, tax £10 per annum; this car will pass any examination and is offered at the low price of £975; exchanges or terms.

MARBLE ARCH MOTOR SUPPLIES, Ltd., Lower High St., Watford, Herts. Tel. Watford 4491. [4597

HIRE car (1950) partition, wide forward occasionals, leather, 28,000 miles, reasonable cost.

ALPE & SAUNDERS (100 Limousines; Lists posted) Providence Court, Grosvenor Square. Mayfair-2941. [4967

Austin Sixteen Cars Wanted

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CAR MART, Ltd.

AUSTIN cars

REQUIRED immediately

MAKE your enquiries to

AUSTIN House 297 Euston

ROAD London, N.W.1.

TELEPHONE: Euston 1212. [0955

CASH buyers of low-mileage Austin 16s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

AUSTIN 16 saloon, in good condition, wanted.—Hall, 152 Hinton Ave., Hounslow. Hounslow 7577. [4001

Austin Sixteen Cars Wanted

ROWLAND SMITH'S, the Austin 16 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0922

AUSTIN 16 cars wanted.—Motourists (London), Ltd., are immediate cash buyers of all post-war models.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [0703

AUSTIN A70 & A90

CAR MART, Ltd.

LONDON distributors.

1950 Austin A70 saloon, radio, heater, 11,000 miles; £1,415.

1950 Austin A90 convertible, heater, 9,000 miles; £1,435.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [5289

CARR BROS. offer:—

AUSTIN A70, 1950, 16,000 miles only, blue cellulose, as new, blue leather upholstery, sliding roof, a perfect specimen; £1,350.

CARR BROS. GARAGES, Ltd., Purley, Surrey. Upl. 4812. [5215

H. A. SAUNDERS, Ltd., offer:—

1950 Austin A90 convertible coupe, blue with blue interior, radio, heater, power-operated hood and windows, 13,000 miles; £1,545.

1950 Austin A90 sports saloon, metallic grey with grey leather interior, radio, heater, etc.; £1,795.

H. A. SAUNDERS, Ltd., 836-842, High Rd., N.12. Hillside 0024. [4918

PHILIP RICKARDS, Ltd., offer:—

1950 Austin A90, power convertible, cream, 9,100 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [4967

PHILIP RICKARDS, Ltd., offer:—

1950 Austin A70 saloon, brown, 8,600 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [4968

GORDON CARS (LONDON), Ltd.—1950 Austin A90 sports saloon, black.—Below.

GORDON CARS (LONDON), Ltd.—1950 Austin A70 saloon, brown.

GORDON HOUSE, 373, Euston Rd., London, N.W.1. Euston 6611. [5333

1950 Austin A70 saloon de luxe, sun roof, radio and heater, 15,000 miles; £1,395.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [5080

1950 Austin A90 sports saloon, 6,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [5111

1950 Austin A90 coupe, power operated top and windows; £1,200.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557-6970. [3997

1950 Austin A90 drophead, complete radio, heater, immaculate condition, 10,000 miles; £1,525.—Pritchard's Garage, Coventry. Tel. 64678. [4764

1950 A90 convertible coupe, fitted wireless and heater, mileage 15,000, nice condition throughout; £1,275.—Elliot, Richmond 1572. [5463

1950 A70, Sept., 8,000, radio, heater, immaculate, many extras; offers, or exchange smaller car, cash adjustment.—White, High Wycombe 1086. [4875

1950 (September) Austin A70 saloon, black with blue upholstery, radio and heater, 3,000 miles; £1,450.—Wimbush & Co., Abbey 6896. [5278

AUSTIN A70 saloon, 1949, 9,000 miles, green with beige leather, heater.—Lamb's, Ltd., Standard House, Southend Rd., Woodford. Wan. 0123 (8 lines). [5122

1950 Austin A70, black, 10,000 miles, radio, heater, immaculate condition throughout.—Jack Smith, 52, Bruton Place, W.1. Mayfair 0821/2. [6167

GOLDERS GREEN, H. A. Saunders Ltd., 1950 Austin A90 Atlantic coupe, power operated, radio, heater, one owner; £1,474.—144, Golders Green Rd., Spe. 0011. [5183

1950 (Sept., 1949) A70 saloon, radio, heater, loose covers and many extras; £1,345.—Bertram Cowen, Hermitage Lane, Streatham. Pollards 2100. [4915

1949 Austin A70 saloon, colour blue, good throughout, price £1,225.—Clifton Green Garages, 122, Clifton, York. Tels. 53230 and 53578. [4900

AUSTIN A90 saloon (July, 1950), heater, radio, show-room condition, 11,000 miles, offered privately.—Prior, 3, Cathedral St., Norwich. Tel. Norwich 22700. [4758

1950 Austin A70 saloon, out of covenant Sept. 1st, low mileage, as new; choice of 2; £1,275.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [5625

1950 Austin A90 convertible, red, 12,000 miles, radio; £1,375.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [4962

1950 Austin A90 Special Sports saloon, gunmetal with grey upholstery, radio and heater, very smart car, in perfect condition; £1,795.—Herbert Robinson, Ltd., Cambridge 4461. [5497

MAY, 1950, Austin 70 saloon, sun roof, de luxe model, one owner, grey, brown hide, 1,000 miles, as new; £1,450; would accept smaller post-war car in part exchange.—Hawkes, 44, Waterloo Rd., Barkingside, Essex. Valentine 2971. [5726

Austin A70 and A90 Cars Wanted

1950 A90 convertible coupe wanted.—Imperial Motor Mart, Royal Crescent, Cheltenham 2065. [5705

AUSTIN EIGHTEEN

AUSTIN 18 7-seaters, choice of three, two 1939, one 1936.—Dunn's Motors, Ltd., Taunton. Tel. 2607. [4897

£395—Austin 18hp (June, '36) 7-str. saloon, in excellent and clean condition, fwd. occs., disc wheels, any inspection.—Traynor Motors, East Ham. Grn. 3530. [9921

AUSTIN EIGHTEEN

L. F. DOVE offer:—1937 model Austin 18hp Chalfont, blue with blue, 7-seater with division, immaculate, 25,000 miles, not previously used for hire work; £850.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [5466

265 gns.—Austin 18, 1936, Hertford de luxe 4-door saloon, black, sliding head, leather upholstery, carefully used, excellent condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5565

A & S Seven seaters 1937/38/1939 Saloons also partitioned Limousines, extensive selection, leather, black, certified mechanically. Seen:—

ALPE & SAUNDERS (100 Limousines; Lists posted) Providence Court, Grosvenor Square. Mayfair-2941. [4988

Austin Eighteen Cars Wanted

C

M

THE CAR MART, Ltd., London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. Euston 1212. [0956

ROWLAND SMITH'S the Austin 18 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0924

7-Passenger 1937/38/39 required, also Norfolk Saloons, good order essential, cash waiting. Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941.

Austin Twenty Cars Wanted

ROWLAND SMITH'S, the Austin 20 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0925

7-Seater Limousines 1937/38/39—also 28hp—details please. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [6268

AUSTIN A125 & A135

CAR MART, Ltd.

LONDON distributors.

1950 Austin A125 Sheerline saloon, 10,000 miles; £1,875.

1950 Austin A135 Princess touring limousine, 9,000 miles; £2,750.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [5291

NEWNHAMS, Ltd.

1950 Austin Sheerline saloon, grey, low mileage, chromium radiator, rimbellishers, loose covers front seats; £1,875.

NEWNHAM HOUSE, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [5429

H. A. SAUNDERS Ltd., offer:—

1949 Austin Sheerline saloon, black with beige interior 7,000 miles; £1,895.

H. A. SAUNDERS, Ltd., 836-842, High Rd., N.12. Hillside 0024. [4920

S. MORRIS & CO., 29/31, Edgware Rd., London, W.2. Tel. PAD. 3075-6 offer:—

1950 Austin Sheerline saloon, very small mileage, fitted many extras including special tartan seat covers; an impeccable motor car; £2,150. [5134

GORDON CARS (LONDON), Ltd.—1950 Austin Princess saloon, black.—Below.

GORDON CARS (LONDON), Ltd.—1950 Austin Sheerline saloon, black.—Below.

GORDON CARS (LONDON), Ltd.—1949 Austin Princess saloon, pearl.—Below.

GORDON CARS (LONDON), Ltd.—1949 Austin Princess saloon.—Black.

GORDON HOUSE, 373 Euston Rd., London, N.W.1. Euston 6611. [5332

1949 Austin A125 Sheerline saloon, gunmetal, grey leather, radio, heater, low mileage, immaculate condition; £1,825.

RIPCO Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952 3/4. [5095

1949 Austin Sheerline, black, excellent condition, unused 1951; £1,750.—Tel. Molesey 2666, Molesey 202 after 6 p.m. [5664

1950 Austin Sheerline, black with beige leather, 8,000 miles; £2,150.—Jack Olding & Co., Ltd., North Audley St., W.1. Mayfair 5242. [4797

1950 (June) Austin Sheerline, black, 8,000 miles, as new; £2,050.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Meadway 2288. [4262

1949 Austin A125 Sheerline saloon, black with beige leather upholstery, heater and radio fitted, nominal mileage, in very good condition, any trial; £1,850.

TRIANGLE MOTOR Co., Ltd.; Anlaby Rd., Hull. Tel. 15660. [5068

AUSTIN Princess saloon, 1950, 18,000 miles, black with beige leather, radio and heater.—Lamb's, Ltd., Standard House, Southend Rd., Woodford. Wan. 0123 (8 lines). [5123

1950 (May) Austin A125 Sheerline saloon, 9,300 miles, black, beige leather upholstery, immaculate.—Wards of Putney, 72, West Hill, S.W.15. Vandyke 1533. [3128

1950 (July) Austin Princess saloon, 8,000 miles only, black with beige upholstery, fitted radio and heater, superb condition; £2,750, 3 months' guarantee, H.P. terms available.—Arsenal Garage, Ltd., 2, Chester Close, London, S.W.1. Sloane 9844. [4948

Austin A125 and A135 Cars Wanted

C

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THE CAR MART, Ltd., London distributors, wish to purchase Austin Sheerline and Princess cars.—297, Euston Rd., N.W.1. Euston 1212. [0552

AUSTIN MISCELLANEOUS

TAXICABS, ex-London, heavy 12/4 selected models from 85gns.

WADCOL MOTORS, 150/6, West End Lane, N.W.6. Hampstead 1177. [4741

TANKARD & SMITH Ltd., offer the choice of many Austin 8s, 10s, 12s and higher horse-power limousines from their vast stock of over 200 used cars, all subject to three months' written guarantee.—196, King's Rd., S.W.3. Tel. Flax. 4801-3. [0374

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN MISCELLANEOUS

C. G. NORMAN & Co.,

1949 Austin A40, blue, new engine; £1,075.

1949 Austin Sheerline, black, £1,825.

1950 Austin Hampshire, black, £1,495.

ALL the above are low-mileage cars and guaranteed for six months.

46-52 Vauxhall Bridge Rd., S.W.1. Victoria 2211 (20 lines). [4800

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Hain. 6041. [0886

C. G. NORMAN & Co.,

AUTHORIZED Austin retailers are buyers of low-mileage Austin cars of any horse-power.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211.

AUSTINS wanted.—Smiths, 86, Chalk Farm Rd., N.W.1. Gul. 2767 [0522

ALL models Austin urgently required.—Corbitt & Taylor, 22, Conduit Mews, W.2. Amb. 6049, 19859

MARSTON MOTOR Co. for your Austin. Tel. Sta. 8090. Seven Sisters Rd., Tottenham, N.15. [0598

AUSTIN 10 or 12 saloon, in good condition, wanted.—Hall, 152, Hinton Ave., Hounslow. Hounslow 7377.

CASH immediately for good Austin.—H. F. Edwards, 154, Ot. Titchfield St., W.1. Langham 0012. [5218

POST-WAR Austin cars wanted immediately, mileage under 10,000 and must be in perfect condition; offers to:—

MARBLE ARCH MOTOR SUPPLIES, Ltd., Lower High St., Watford, Herts. Tel. Watford 4481. [4985

RAWLINGS BROS., Ltd., 87a, Cromwell Rd., S.W.7. Frobisher 8161, are buyers all types post-war Austins.

BRITISH & COLONIAL MOTORS, Ltd., require good Austin cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [5104

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austins.—Tel. Weybridge 233. [0541

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Austin retailers, require cars in first-class condition. Mayfair 5242. [0812

APPROACH us first before disposing of your Austin car.—Tankard & Smith, Ltd., 194-199, Kings Rd., S.W.3. Flaxman 4801-3. [5615

Austin Spares and Service

NORMAND, Ltd.,

THE best service only, highly skilled mechanics with efficient supervision.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0225

C. G. NORMAN & Co.

AUTHORISED Austin retailers

SPARE parts and components in stock.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211.

THE CAR MART, Ltd.

LONDON distributors, spare parts for all models, cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500); and at 16, Uxbridge Rd., Ealing, W.5 (Ealing 6717). [0160

IF it's Austin spares try Sands, the Austin People, Burnham, Bucks 86. [0935

FOR Austin mudguards, running boards, 1931-9.—Brooks, 5 and 6, Frederick Place, Brighton. Brighton 21147. [0862

AUSTIN 7 spares, 1922-36, practically everything in stock, new and second-hand.—Price, Three Shires Oak, Bourwood, Birmingham. [3708

AUSTIN 7 spares, any year, any part, largest stockists in U.K.; exchange units.—Try Northwood's first.—45-47, Newington Causeway, S.E.1. Hop. 2852, 2830.

NEW gears, suitable 7-10hp, etc.; reconditioned exchange gear boxes, repairs, trade discount.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Pri. 2647. [0198

BROCKHURST GARAGE.—Harrow agents for Austin; sales, service, spares, reconditioned units.—Dubridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0803

AUSTIN spares and vehicle parts, new and replacement units from the largest stock in South London, free delivery in many areas.—Wimbledon Motor Works, Ltd., 29, High St., S.W.19. Wim. 0123.

PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburetors, brake shoes and electrical units from stock, repairs and service to Austins exclusively.—57, Acre Lane, S.W.2. Brixton 1155. [0184

AUTO UNION

HORCH 1939 3½-litre sunshine saloon, overdrive all gears, automatic lubrication, 4-wheel independent suspension, service, spares, reconditioned units.—Dubridge (24,900). £10 tax.—Seen 1018, Bristol Rd., Birmingham, 29. Tel. Selly Oak 0841. [4876

BENTLEY (3½- & 4½-litre)

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CAR MART, Ltd.

1950 Bentley Mark VI steel saloon, 6,000 miles; £5,950.

1949 Bentley Mark VI steel saloon, 21,000 miles; £4,650.

1948 Bentley Mark VI steel saloon, 15,000 miles; £4,650.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [5297

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H. R. OWEN, Ltd.,

17, Berkeley St.

GREAT Britain's leading specialists in Rolls-Royce and Bentley cars.

PROUD members of the Swain Group.

A NATIONAL motoring organisation.

1950 Bentley 2-door saloon (SR) 4¼-litre Mk. VI by H. J. Mulliner, in black with grey hide upholstery, bumpers with overriders, in excellent condition throughout.—Ref. H.7690.

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1950 Bentley standard steel Mark VI sports saloon (SR) by Bentleys, in mistletoe green with beige hide, compacts, picnic tables, immaculate throughout.—Ref. H.7745.

1948 Bentley 2-door sports saloon Mark VI by Windover, in black, with grey hide upholstery, 2 smoker compacts, mohair rug, luggage lockers in front wings, excellent condition.—Ref. H.7557.

ALL cars carry our unique six months' guarantee, unless otherwise stated at time of purchase. Please write or 'phone for details to:—

H. R. OWEN, Ltd.,

17, Berkeley St.,

LONDON, W.1.

TEL. Mayfair 9060. [4911

FOX

OFFICIALLY appointed Rolls-Royce and Bentley retailers, special retailers of H. J. Mulliner Coachwork, have a special display of completely reconditioned MARK VI Bentley saloons of all years, including the undermentioned:—

1950 Standard steel saloon, black with brown leather, 10,000 miles.

1949 Standard steel saloon, grey with grey leather, 28,000 miles.

H. A. FOX & Co., Ltd., 3-5, Burlington Odns., Old Bond St. London W.1. Tel. No. Regent 7607.

FOX. [4930

DICKS.

1934 Bentley 3½-litre sports saloon; £950.

DICKS CAR SALES, Ltd., 585-401, High Rd., Kilburn, Malda Vale 6888-9. [2446

RIPPON

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RIPPON BROS., Ltd.

NORTHERN Bentley Specialists.

1949 (Dec.) Mark VI Park Ward drop head 4-seater coupe, metallic grey with grey leather.

1949 (June) Mark VI Standard steel saloon, tudor grey with grey leather.

1948 (April) Mark VI Standard steel saloon, dual grey with maroon leather, wheel spats and chromium waistband.

1947 (Nov.) Mark VI Standard steel saloon, black with blue leather.

FOR further particulars contact the largest Bentley distributors.

RIPPON BROS., Ltd., Huddersfield 6340 (5 lines). Also at Bradford, Leeds and Sheffield. [0906

RUSSELL MOTORS offer:—

1934 3½-litre Bentley drop head coupe by Park Ward, radio, exceptional car.

THE above car subject to any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [9059

R. C. MORTLAKE offers:—

1935 3½ Bentley Park Ward sports saloon, constantly maintained local Rolls-Royce representative, black, blue leather, new tyres, disc, £1,450.—R. C. Mortlake, 253, Kensal Rd., London, W.10. Ladbroke 3155; after 6.30 Arnold 4604. [3359

JACK OLDING OF MAYFAIR

OFFICIAL Rolls-Royce and Bentley

RETAILERS.

OFFER:—

1950 Mark VI Bentley coupe, power operated head grey with blue leather.

1950 Mark VI Bentley standard saloon, black with beige leather.

1950 Mark VI Bentley standard saloon with div., black with beige leather.

1949 Mark VI Bentley standard saloon, black with brown leather.

1948 Mark VI Bentley standard saloon, metallic grey with grey leather.

1948 Mark VI Bentley touring saloon by Hooper, maroon with beige leather.

1939 4¼-litre Bentley (overdrive) 2-door fixed head coupe with sunshine roof by Park Ward, black with beige leather.

1939 4¼-litre Bentley (overdrive) saloon by Park Ward, black and silver with brown leather.

DELIVERY of new and used cars quoted on application.

AUDLEY House,

NORTH Audley St., W.1.

MAYFAIR 5242. [4796

LARGE stock of 3½-4¼ Bentley cars for disposal.

H. R. OWEN, Ltd., 17, Berkeley St., W.1. Mayfair 9060 (10 lines). [0096

BENTLEY (3½ & 4¼-litre)

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JACK BARCLAY, Ltd.,

LARGEST official retailers of Bentley and Rolls-Royce; stock list of used models on request to:—

12-13 St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444

JACK BARCLAY, Ltd. [0067

TOM GARNER, Ltd., offer:—

1949 Bentley 4¼-litre Mark VI standard steel saloon, blue with smoke blue leather, 11,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [4654

BROOKLANDS for individuality.

1949 Bentley Mark VI H. J. Mulliner Razor Edge saloon, mileage 10,000, one owner.

BUY or sell your car at:—

103 New Bond St., London, W.1. Mayfair 6254-6. [5057

HAROLD RADFORD & Co., Ltd.,

INVITE you to call and inspect their unique selection of Bentley cars.

HAROLD RADFORD & Co., Ltd., Merton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [9125

SWANMORE GARAGE, Bournemouth.

1938 Bentley 4¼ Park Ward saloon, magnificent specimen.

1937 Bentley 4¼ Gurney Nutting sports saloon, supremely attractive.

1936 Bentley 3½ 2-seater drop head coupe by Barker, very pretty car.

1936 Bentley 4¼ Connaught saloon, very attractive and well maintained.

1936 Bentley 3½ Park Ward 2-door saloon, two-tone grey, very lovely car.

EXCHANGES, terms.—Swanmore Garage, 1176-1183, Christchurch Rd., Boscombe. Tel. Southbourne 1022. [4829

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1936 Bentley 4¼-litre 2-door sports saloon by Barker, £1,750.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [4794

BENTLEY 1948 standard steel saloon, black brown, 9 mileage 36,000, immaculate condition, £4,950.

KIRBYS, Ltd., 52-58, Renshaw St., Liverpool. [1277

CHARLES FOLLETT, Ltd., Accredited Rolls-Royce and Bentley Retailers and Repairers, offer:—

BENTLEY Mark VI (guaranteed dated August, 1950) 4-door sports saloon, black, beige hide, one owner, 23,000 miles, perfect condition throughout; £4,650.

18, Berkeley St., W.1. May. 6266.

SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956-8. [5596

BENTLEY 1935 Park Ward sports saloon, brown hide, first-class condition; £1,250.—Tel. Leeds 45965. [4872

1938 Bentley 4¼ L.S. series Thrupp & Maberly semi-razor edge saloon, excellent Bentley history.

MCKINNON MOTORS, Ltd., Langham House, 5, Stafford Rd., Wallington, near Croydon, Surrey. Established 1906. Wallington 5404. [4794

4¼-litre Bentley saloon, over £500 spent with makers bills shown; £1,695.—Lawton-Goodman, 36, North Audley St., W.1. [1515

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth.—Tel. 1272-3, officially appointed Bentley retailers and repairers; reliable used cars in stock. [4948

1936 Bentley 3½-litre 4-door Park Ward saloon in very sound condition throughout.—Taylor & Crawley, 46, Kensington Court, W.8. Western 6015. [4784

1950 (July) Bentley Mark VI H. J. Mulliner saloon, 7,000 miles, none covers, fastidiously maintained.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [5090

1935 April 3½-litre Barker drophead coupe, black, disc, heater, history obtained.—Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair 2941. [4977

1950 (February) Bentley Mark VI standard saloon, 15,000 miles, black, beige leather, as new, £5,850.—Ireland Bros. (St. Neots), Ltd., 48, Needs, Hunts. Tel. 57. [4943

1948 (Sept.) Bentley Mark VI razor edged 4-door sports saloon by Freestone & Webb, as new, £4,950.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4571. [5509

ANTHONY CROOK offers Bentley Mark VI, June 1949, 29,000 miles, one owner, £5,500.—Anthony Crook Motors, Ltd., quality car distributors, Caterham Hill, Surrey. Tel. Caterham 2252-5. [2555

1934 Bentley sports saloon by Freestone & Webb, extremely pretty car with large luggage boot and first class history.—Taylor & Crawley, 46, Kensington Court, W.8. Western 6015. [4785

1936 Bentley 3½-litre Park Ward sports saloon, moderate mileage, entire car unblemished, new tyres, perfect mechanically.—Colin Haines, Ltd., 30a, Bourdon St., W. Mayfair 2558. [5472

CLARKE'S OF PIRBRIGHT, automobile engineers, officially appointed retailers and repairers, offer a twenty-four hour service to owners, used cars available for inspection. Tel. Brookwood 2201-2. [0565

JARVIS & SONS, Ltd., offer 4,000 miles Mk. VI Bentley 4¼-litre, standard body, finished special sunyard green with tan upholstery, £5,950.—Morris House, Morden Rd., S.W.19. Liberty 4656. [5526

1934 Bentley sports saloon by Thrupp & Maberly, two tone blue with blue leather upholstery, exceptional throughout, price £1,075 for quick sale.—Clifton Green Garages, 122, Clifton York. Tel. 23280 & 53579. [4938

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½ & 4¼-litre)

1947 Bentley Mk. VI standard sports saloon, excellent condition throughout, complete mechanical check over by Bentley's in November, 1950; £4,350.—Caffyns, Ltd., Meads Rd., Eastbourne. Tel. 4545. [4909

BENTLEY (other than 3½- & 4¼-litre)

1929 4½-litre tourer, immaculate, original condition; £525.—Tel. Gro. 5036 before 9 a.m. or after 8 p.m. [5135

BENTLEY 4½-litre Vanden Plas tourer, reg. No. GF 3372 (March, 1930), green, full weather equipment, in first-class condition; £595.

H. A. SAUNDERS, Ltd., Austin House, Castle St., Worcester. Tel. 2368. [4955

BARTLETT.—Bentley 4½-litre, actual Le Mans Birkin No. 5 car, fastest lap Ulster T.T., world records Montlhery, 500-mile race 98.8, etc., original V.D.P. body and fittings, innumerable extras, splendid condition; £675.—27a, Pembridge Villas, W.11. [3120

Bentley Cars Wanted

S

G

OUR demand is urgent.

OWNERS who have Bentley cars for disposal are invited to communicate with the Swain Group of Companies. London offices: H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 9060. Head office: Hoffmann's Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. [0515

C

M

THE CAR MART, Ltd., wish to purchase Bentley cars.—320, Euston Rd., N.W.1. Euston 1212. [0958

A

BENTLEY

CAR specialist for over 20 years wishes to purchase pre- or post-war Bentleys in good condition; urgently wanted, 1946-7-8 Mark VI standard saloons.

R. S. MEAD (SALES), Ltd., 42, Queen St., Maidenhead. Tel. 3431/2. [5921

J. MARSHALL.

WANTED.—Bentley 3½- and 4¼-litres, all types of coachwork, any condition; immediate cash settlement.

J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2369. [0487

TO Bentley and Rolls-Royce owners.

WE have a number of clients requiring used Bentley and Rolls-Royce cars; if you have a late model of either of these cars for disposal, we shall be interested to receive details.

JACK BARCLAY, Ltd.,

OFFICIAL Retailers of Rolls-Royce and Bentley.

12—13, St. George St., Hanover Square, W.1. Tel. May. 7444. [0770

BENTLEY 1937/38, 4¼ sal., good price for genuine car.

WADHAM GARAGES, Ltd., Weston-s-Mare. Tel. 269, after 5.30 p.m. Tel. 6185. [4769

ROWLAND SMITH'S the Bentley buyers.—Hampstead High St., (Hampsead Tube). Ham. 6041.

R. C. WIMBUSH, Ltd., wish to purchase Bentley cars, especially post-war Mark VI standard saloons.

312, Earls Court Rd., S.W.5. Fremantle 8401. [1525

HOOPER & Co. (COACHBUILDERS), Ltd., 54, St. James's St., Piccadilly, London, S.W.1. Regent 3242.

WILL be pleased to purchase pre-war and post-war Bentleys; expert advice and valuation of your present Bentley will be gladly given should you wish to visit our St. James's St. Showrooms. [0904

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. [0540

BENTLEYS wanted urgently.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe. Tel. Southbourne 1022. [4632

HATTON MOTORS, Ltd., Birmingham, will buy or part exchange your 3½- or 4¼-litre Bentley.—71, Broad St. Midland 2437. [0357

WE are open to purchase any type pre-war Bentley cars complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [0062

RIPPON BROS., Ltd., the Northern Bentley specialists, special retailers and repairers, wish to buy small mileage Mark VI Bentleys.—Huddersfield 6340 (5 lines). [0907

JACK OLDING, Ltd., 8-10, North Audley St., W.1., official Bentley and Rolls-Royce retailers, are interested in the purchase of Bentley cars in first-class condition. Mayfair 5242. [0813

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. May. 6266. Service, works and stores, Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8 [0592

WANTED.—A 1937, '38 or '39 4¼-litre Bentley saloon, must have a good history with Bentley Motors, Ltd., if necessary would exchange with cash adjustment a 1950 Sunbeam-Talbot 90 saloon; full particulars please to—R. F. Fuggle, Bushey Heath, Herts. [4947

Bentley Spares and Service

JACK BARCLAY, Ltd.,

LARGEST official retailers and repairers of Bentley cars, servicing or complete overhauls, mechanical or coachwork; large stocks of spares for all types.

WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [0624

MERCHISTON MOTORS, specialists for Bentley and Rolls-Royce.—Works Director, Wilkie Wilkinson, 12-13, Merchiston Mews, Edinburgh, 11. Tel. Jubilee 2785 [3941

Bentley Spares and Service

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0593

CENTRAL GARAGE, Croydon, specialists of all Bentley and Rolls-Royce models; servicing, complete overhauls, mechanical or coachwork.—Central Garage. Tel. Cro. 7464. [6353

BRISTOL

R

C

WIMBUSH for Bristols.

1950 Bristol 400 saloon, maroon, mileage 15,000, radio, both these cars have been checked by the makers.

R. C. WIMBUSH, Ltd., 312, Earl's Court Rd., S.W.5. Fremantle 8401. [1527

UM Ltd.

UNIVERSITY MOTORS, Ltd., Joint Distributors London, Home and Eastern Counties; also Berks, Beds and Bucks.

UNIVERSITY MOTORS, Ltd., Stratton House, 80, Piccadilly, W.1. Gro. 4141. [0168

FRAZER NASH CARS offer:—

1949 type 400 saloon, an immaculate and low mileage car, colour grey.

1948 type 400 saloon, fitted Newton shock absorbers, close ratio gear box, Solex carburettors, P770 headlamps, etc., colour blue, also two other type 400 saloons, colour black.

A.F.N., Ltd., Falcon Works, London Rd., Isleworth, Middlesex. (Hounslow 0011.) [5477

BROOKLANDS for Individuality.

1950 Bristol 402 coupe, maroon, exceptional throughout.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351-6. [5054

KEVILL DAVIES & MARCH, Ltd.

OFFICIAL Bristol retailers.

41—42, Hay's Mews, Berkeley Sq., W.1. Gros. 2563. [0296

ANTHONY CROOK.—Bristol 401 standard saloon; choice of three; 1950 models, fitted heater, radio, as new.

ANTHONY CROOK.—Bristol 401 drop head coupe, 1950, with special coachwork giving greater room in rear seats than standard 402, with ample accommodation for four or five persons, special features include rapid hood lowering mechanism, electrically operated windows, fitted suitcases, built-in car radio, etc.; this model was built at great expense and represents a unique opportunity to purchase a roomy drop head coupe on this famous chassis.

ANTHONY CROOK.—Bristol 400 standard saloons; choice of three; 1948 and 1949 models, fitted with heater, radio, etc.

ANTHONY CROOK ensures that all cars offered have been thoroughly checked over in our works, which are specially equipped with most modern plant to deal with Bristol cars for which we have been distributors since their inception; all spares and reconditioned engines and other units ready for immediate fitting by specially trained staff, Continental spares packs available on loan to tourists and a special one day "check-over" service for those proceeding abroad; our unbounded enthusiasm together with countless thousands of miles on road and track with Bristol cars and engines is a guarantee of your complete satisfaction.

ANTHONY CROOK MOTORS, Ltd., leading distributors for Bristol cars, Caterham Hill, Surrey. Tel. Caterham 2232/3. [4300

CHARLES CRUICKSHANK MOTORS, The Centre, Bristol. Tel. 25280.—Distributors in the West for Bristol cars. Details and catalogues on request. [0490

1950 Bristol type 401 saloon, grey with brown leather, 5,000 miles; £3,850.—Jack Olding & Co., Ltd., North Audley St., W.1. Mayfair 5242. [4799

Bristol Cars Wanted

BARTLETT, the Bristol buyers, 27a, Pembridge Villas, W.11. Bayswater 0523. [3127

A.F.N., Ltd., will purchase or accept in exchange Bristol cars.—Falcon Works, London Rd., Isleworth, Middlesex. [0476

ANTHONY CROOK purchase used Bristols on sight for cash.—Anthony Crook, leading Bristol distributors.—Caterham Hill, Surrey. Tel. 2232/3. [5049

WANTED.—A late type 400 or 401, if necessary would exchange with cash adjustment a 1950 Sunbeam-Talbot 90 saloon; full particulars please to—R. F. Fuggle, Bushey Heath, Herts. [4946

Bristol Spares and Service

UM, Ltd.

UNIVERSITY MOTORS, Ltd., Bristol distributors, 7, Hertford St., Mayfair, W.1. Grosvenor 4141.

B.S.A

£260 or by instalments (£100 deposit).—1938 B.S.A. Scout 4-seater; 3 months' written guarantee.—Stuart Wilton, 353, Finchley Rd., London, N.W.3. Hampstead 5712 and 8532. [5402

195 gns.—B.S.A. Scout, 1936, 10hp series 3 2-seater, black, very good condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5568

B.S.A. Cars Wanted

R

ROWLAND SMITH'S, the B.S.A. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

RAYMOND WAY, the hire-purchase specialists, are still buying B.S.A.s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines) [0639

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733. [0144

SPARE parts for 10hp and 12/6 fluid flywheel models.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6252-3. [0641

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, 3, Lonsdale Rd., Kilburn, N.W.6. Maida Vale 1331. [0071

BUICK

SIMPSON'S MOTORS offer:—

1948 Buick convertible electrically operated hood, all accessories.—For full list see under "American Cars."

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 8691-2. [5016

JOE THOMPSON (MOTORS), Ltd., offer:—

1948 Buick 51 super saloon, left-hand drive, low mileage.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [5112

1936 Buick saloon, clean and good; £375.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [4361

LIMOUSINE 1937 8-seater limousine, Master chassis, not ex-hire; £750.—Lawton-Goodman, 36, North Audley St., W.1. [1517

GATEHOUSE offer 1938 Buick saloon, superb condition; £550.—Gatehouse Motors, Ltd., Highgate Village, N.6. Mou. 4444. [2028

BUICK Super 51 saloon, first registered January, 1949, every extra, beautiful condition.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [4782

1938 Buick super 8 black saloon, fitted radio, excellent condition throughout; £525.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [3590

1947 Buick Super 51 convertible, power operated hood and windows, radio, heater, most beautiful condition.—Taylor & Crawley, 48 Kensington Court, W.8. Western 6015. [4783

1935 Buick limousine, really immaculate, genuine mileage 58,000, privately owned and chauffeur kept since new, one owner, excellent tyres, Fram, wireless, dictaphone; open to any inspection; £625.—Marchant, Currie Rd., Tunbridge Wells 20628. [5374

1948 model Buick Roadmaster 6-seater saloon, two-door model, series 70, equipped with latest type Dynaflow drive, immaculate deep maroon finish, American loose covers, radio, heater and all usual luxuries, latest type low pressure tyres, recorded mileage 15,740.

1947 model Buick Super 8 saloon, first registered 1949, 4-door model, series 50, full 6-seater, one owner, steel grey with heavy chrome relief, all extras, loose seat covers, Whitewall tyres, complete reservicing last month by Buick distributors, superb condition.

1949 Buick Dynaflow Roadmaster 4-door saloon de luxe, equipped with hydramatic drive and all the very latest features, enlarged curved windscreen with special Screenwash, single cluster instruments, concealed interior lighting and all other luxuries, chauffeur driven and maintained, recorded mileage 10,450.

1946 model Buick Special 8 saloon (registered 1948), (£10 tax), right-hand drive model, new-look mouth-organ front, metallic blue, leather trimmed upholstery, multi-plaid seat covers, radio, heater, traffic blinkers, Whitewalls, etc., excellent order.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for our post-free catalogue of 400 cars; hire purchase, part exchanges; fares refunded in full to purchasers from any part of the country; free delivery anywhere in the United Kingdom; showrooms open till 8 p.m. Monday to Saturday. [5426

LIMOUSINE 1937 Double Enclosed, widest occasionals, black, excellent order, 57,000, £765. Seen:—

ALPE & SAUNDERS (100 Limousines: Lists posted) Providence Court, Grosvenor Square. Mayfair-2941. [4978

Buick Cars Wanted

SM

SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists urgently require all models Buick. Wembley 8691/2. [0644

DICKS

THE Buick buyers.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [1287

BRITISH & COLONIAL MOTORS, Ltd., require good Buick cars.—Upper St. Martin's Lane, W.C.2. Tem. 3566. [5105

ROY GALWAY, Ltd., 21, Farm St., Berkeley Sq. (Grosvenor 4747), urgently desire to purchase modern American cars. [0436

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms, Buick House, Albemarle St., London, W.1. Regent 7121. [0804

SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists.

URGENTLY require all models Buick. Tel. Wembley 8691/2 [0477

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911 [0141

CADILLAC

JOE THOMPSON (MOTORS), Ltd., offer:—

1949 Cadillac saloon, hydramatic drive, choice of two, under 10,000 miles.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [9461

Cadillac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Cadillac from 1937 onwards.—Wembley 8691-2. [0665

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Cadillac Cars Wanted

ROY GALWAY, Ltd., 21, Farm St., Berkeley Sq., W. (Grosvenor 4747), urgently desire to purchase modern American cars. [0437

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., London, W.1. Regent 7121. [0004

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd. (Grosvenor 4747), Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012

CHEVROLET

SIMPSON'S MOTORS offer:—

1951 Chevrolet full de luxe 4-door saloon, all accessories.

1949 Chevrolet 2-door saloon, radio, seat covers.

1949 Chevrolet convertible electrically operated hood, all accessories.—For full list see under "American Cars."

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 6691-2. [5017

JOE THOMPSON (MOTORS), Ltd., offer:—

1951 r.h.d. latest model Chevrolet 4-door saloon, colour black, many extras, as new.

1948 r.h.d. 4-door Chevrolet saloon, colour maroon, 18,000 miles, one owner; £1,550.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4856. [5049

BRITISH & COLONIAL MOTORS, Ltd., offer:—

1949 Chevrolet 4-door l.h.d. Fleetline saloon, 22,000 miles.

1949 Chevrolet 2-door l.h.d. Fleetline saloon, 18,000 miles.

1947 Chevrolet 4-door l.h.d. Fleetmaster saloon, 24,000 miles, r.h.d.

BRITISH & COLONIAL MOTORS, Ltd. (Distributors for London & Home Counties), Upper St. Martin's Lane, W.C.2. Tem. 3588.

1950 (1951 registration) Chevrolet saloon, 4,800 miles, radio, heater, as new, also 1950 de luxe.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Sloane 3557/6970. [5008

1947 Chevrolet Stylemaster saloon, dark green, one owner, 22,000 miles, £10 tax, heater, excellent condition; £1,100.—Stokes, 55, Lower Teddington Rd., Hampton Wick, Kingston 7641. [4174

1948 model Chevrolet Fleetmaster 4-door 6-seater touring saloon, immaculately finished in silver grey with sumptuous interior furnishings in deep blue broadcloth, latest type frontal appearance with extra heavy chromed grille, all the usual extras, radio, air conditioning, loose seat covers, Whitewall tyres, genuine low mileage.

£245.—Chevrolet 6-seater saloon de luxe, 1936, grey with brown leather interior, very good tyres, sound condition throughout, a powerful car with satisfying yet economical performance.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for our post-free catalogue. Hire purchase, part exchanges, free delivery; showrooms open till 8 p.m. from Monday to Saturday. [5413

Chevrolet Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists urgently require all models Chevrolet. Wembley 6691/2. [0666

DICKS

THE Chevrolet buyers.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6666-9. [1288

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [5117

SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists.

URGENTLY require all models Chevrolet. Tel. Wembley 6691/2. [0478

Chevrolet Spares and Service

CHEVROLET spares and repairs, for private vehicles.—Distributors for London and Home Counties, British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [5118

CHRYSLER

DICKS

1939 Chrysler 24hp Wimbledon saloon, steering gear change, leather upholstery, £395.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6666-9. [1290

£175.—1934 20hp Chrysler saloon, exceptional.—Le Grice Ehrn, Ltd., 109-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [5619

Chrysler Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists urgently require all models Chrysler. Wembley 6691/2. [0667

AUTO SALES (LONDON), Ltd.,

CHRYSLER distributors, will purchase all types of Chrysler vehicles.—59-65, Belsize Rd., Swiss Cottage, N.W.6. Mal. 5555/2155. [0645

ROWLAND SMITH'S, the Chrysler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

7-Seaters 1937/38/39 Royal-Wimbledon-Dodge privately owned Limousines required.—Alpe, Providence Court, Grosvenor Square. Mayfair-2941. [6270

SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists.

URGENTLY require all models Chrysler. Tel. Wembley 6691/2. [0347

Chrysler Spares and Service

AUTO SALES (LONDON), Ltd.,

CHRYSLER distributors, spares for all models; exchange recondition units in stock.—59-54, Belsize Road, N.W.6. Mal. 5555/2155. [0495

CHRYSLER official service agents.

REPAIRS, spares, exchange engine service.—Church Road Eng. Co., Ltd., Hadleigh, Essex. Tel. Hadleigh (Essex) 58474/57127. [0268

CHRYSLER Specialists; repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234.

CITROEN

H.W. MOTORS, Ltd.

1950 (May) Light 15 de luxe saloon, black brown leather, 9,000 miles, one owner; £1,475.

H.W. MOTORS, Ltd., Walton-on-Thames 765 and 1437. [7704

C. G. NORMAN & Co.

1949 Citroen Six, black and wine; £1,695, low mileage and guaranteed for 6 months.

46 -52, Vauxhall Bridge Rd., S.W.1. Victoria 2211 (20 lines). [4801

JOHN S. TRUSCOTT, Ltd.

A COMPREHENSIVE stock of post-war Citroens is always maintained; current details on request.

EXCHANGES, deferred terms.

SKILLED Citroen service and spares always available.

173 Westbourne Grove, W.11. Bay. 4274. [4619

CHIPSTEAD MOTORS, Ltd., offer:—

CITROEN 15 1938 de luxe saloon, black with red leather, red bodyline and wheels, sliding roof, fitted with new crankshaft, cylinder block, sleeves and piston, etc., oversize tyres unmarked, extras new special French wing shields and over-riders, special radio, chrome discs, etc.; one of the prettiest Citroens available.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 6052/7253/7154. [4456

ACE SERVICE STATION (LONDON), Ltd.,

THE Citroen distributors, offer:—

CITROEN Light 15 saloon de luxe, 1949, 19,000 miles, grey, red leather; £1,125.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [5261

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1949 Citroen, metallic and red leather, 12,000 miles, £1,375.

1940 Citroen 6-cyl., black and red; £895.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [5475

WORTHING MOTOR Co., Ltd., for Citroen sales, spares service.—Tel. Worthing 71. [4383

1947 Citroen 15 sports saloon, colour black, maroon leather upholstery, one owner, immaculate; 949gns.

RAYMOND WAY, of Kilburn, hire purchase specialist, has 200 good used cars under £400.—Maida Vale 6044. [5200

CASE'S MOTOR MART, 1940 Citroen 15 grand luxe 7-passenger saloon, superb condition written guarantee.—5, Warren St., W.1. Euston 4110 [1519

1948 (August) Citroen Light 15 de luxe saloon, black red leather, loose covers, sun roof, heater, tyres excellent, meticulous car; £1,025.—Box 5994. [5534

1950 (Sept.) Citroen Light 15 saloon, sunroof, £50 Motorola radio, driver, as new, any inspection, 9,000 miles, seen London, £1,450 cash, no offers please.—Jackson, Ledbroke 2792. [4865

95 gns.—Citroen Big 12 1934 7-seater saloon de luxe, dark blue, blue leather, face forward occasional seats; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5569

1939 Citroen 15hp 4-door saloon, black with green leather; this car is in perfect order and almost indistinguishable from a post-war car; price £645, terms, exchanges.—Ross Motors, Ltd., Reenal St., Hinckley. Tel. Hinckley 558. Leicestershire. [4057

£525.—Citroen 12hp Popular saloon, 1939, a rare almost-sought-after model with the front-wheel drive and independent front-wheel suspension, black with brown leather interior, very sound condition throughout, very attractively priced; choice of two others.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for our post-free catalogue. Hire purchase, part exchanges, free delivery; showrooms open till 8 p.m. from Monday to Saturday. [5414

NAYLOR & ROOT, Ltd.—1947 Citroen Light 15 saloon, black, red leather, superb condition throughout; £895; three months' guarantee; choice of 100 quality cars; demonstration free within 100 miles, terms available.—25, East Hill, Clapham Junction, S.W.18. Bat. 5272. Open 9-6 each week-day including Saturday. [5259

Citroen Cars Wanted

C. G. NORMAN & Co.

CITROEN Sole Distributors for the County of London.

BUYERS of low-mileage Citroen cars.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211.

ACE SERVICE STATION (LONDON), Ltd.

ARE anxious to purchase an unlimited number of good Citroen cars; as Citroen distributors we are able to offer extremely good prices.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [0004

WANTED.—Post-war Citroen, up to £900.—Box 5921. [4762

1949-50 Citroens wanted; please give particulars and price.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2974-6. [0877

Citroen Cars Wanted

ROWLAND SMITH'S, the Citroen buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

JOHN S. TRUSCOTT, Ltd., urgently require low mileage, really well-kept Citroens.—173, Westbourne Grove, W.11. Bay. 4274. [4615

Citroen Spares and Service

C. G. NORMAN & Co.

CITROEN sole distributors for the County of London, Rd., S.W.1. Victoria 2211. [0756

SOUTH of the Thames.

BALES of Croydon.—Distributors and specialists for over 25 years. Tel. Croydon 5131-2. [0187

BRING your used cars to the Citroen specialists; we will recondition as new.

THE HEADINGLEY MOTOR & ENG. Co., Ltd., 3, Otley Rd., Leeds. Tel. 52627-8. 'Grams: Trubie.

WIDCOMBE GARAGES, Ltd., Pulteney Rd., Bath 4882.—Citroen spares, reconditioned drive, trains 46-hr. service. [4164

SHRIMPTON'S MOTORS, Ltd., London Distributors. Head office and showrooms—242-244, Brompton Rd., S.W.3. Kensington 5464. [4801

SPARES and service—47, Montrose Place, Nalkin St., Hyde Park Corner, S.W.1. Tel. Sloane 5490. [0727

E. PASCALL (GUILDFORD), Ltd., sole distributors for West Surrey; spares and specialised service.—Central Buildings, North St., Guildford. Tel. 2274-5-6. [0518

WOODFORD CAR MART, Essex distributors for Citroen cars; sales, service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Buckhurst 0017. [0300

CITROEN.—We are distributors for N.W. Kent and specialise in reconditioning these cars; front drive exchange units fitted from stock.—Barnehurst Garage, Ltd., Bexleyheath 725. [0746

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11 (Bow 2264), specialists on Citroen body repairs and mechanical overhauls, swivel joints reconditioned 48-hr., all spares stocked. [0564

CORD

CORD Westchester saloon (reg. 1950), £10 tax, 40,000 miles only, excellent condition.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe. Tel. Southbourne 1022. [4350

DAIMLER

CAR MART, Ltd.

1947 Daimler 2½-litre saloon, 6 months' guarantee; £1,595.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. [5290

J. MARSHALL offers.—

1938 Daimler Straight 8 31 7hp 4-door saloon with division, black brown tapestry; £495.

J. MARSHALL, 869, St. Albans Rd., Watford, Herts. Tel. Garston 2569. [7657

BROWN'S for Daimlers.

1940 Daimler 2½-like saloon de luxe, low mileage, exceptional condition; £895.—Brown's Garage, Loughton (Essex) 4119. (Tube.) [4015

STRATSTONE, Ltd., Daimler Specialists.

DAIMLER 27hp Windover 7-passenger limousine (1947), black with fawn cloth, 16,000 miles, as new; £5,150.

DAIMLER 2½-litre coupe (1948), black with red leather, a most attractive car; £1,675.

DAIMLER 2½-litre saloon (1949), dual black and green, chauffeur driven and maintained; £1,895.

DAIMLER 2½-litre saloon (1948), black with red leather, radio, excellent order; £1,725.

DAIMLER 2½-litre saloon (1947), black with blue leather, appearance and performance equal to new; £1,650.

DAIMLER E.L. 24hp limousine (1939), black with leather throughout, carefully maintained; £1,150.

STRATSTONE, 40, Berkeley Sq., W.1 (Mayfair 4404). Service: 7, Herbrand St., Russell Square, W.C.1 (Terminus 7664). [4956

1947 Daimler 2½-litre, small mileage, £1,575. Reigate 2263

DAIMLER limousine 1956 LQ3, coachwork by Barker, £600.—Tel. Central 7682, Ext. 22 for appointment to view. [5795

1950 (April) Daimler 2½-litre dh coupe, black with brown hide, 9,000 miles, radio, heater, etc., absolutely as new; £1,975.

LOW FELL MOTOR Co., Ltd., 685-691, Durham Rd., Gateshead-on-Tyne. Tel. 75552. [4095

1948 Daimler 2½-litre saloon, blue, radio, heater, mechanically perfect; £1,500.—St. Pancras Garages, Judd St., W.C.1. Terminus 6115. [5235

CASE'S MOTOR MART.—Daimler 1940 24hp saloon, black, heater (makers' director's car), 29,000 miles, written guarantee.—5, Warren St., W.1. Euston 4110. [2487

SPINK (BOURNEMOUTH), Ltd., engaged exclusively in the distribution of Daimler and Lanchester cars, consult us when buying or selling; all spares and every service.

DAIMLER House, Bournemouth. Tel. 5405. [0544

1949 (Nov.) Daimler 2½-litre drop head coupe, 7,000 miles, in new condition throughout.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557-6970. [7154

DAIMLER 2½-litre d/h coupe (Nov., 1948) by Barker, finished black with brown leather upholstery, 22,000 miles, thoroughly maintained by one owner, sound and clean condition throughout, a good example of a high quality car; offered at £1,950.

PEPPERS GARAGES, Ltd., London Rd., Newcastle-u-Lyme, Staffs. Tel. Stoke-on-Trent 66207. [5314

375 gns.—Daimler new 15, July, 1937, 16.2hp 4-door sports saloon, black, sliding head, red leather preselector, Philco radio, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5570

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

DAIMLER

1937 Daimler 15 saloon, 36,000 miles, one owner since new, exceptional and original condition throughout; £575.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [5469

LIMOUSINE 1936 Straight-8/32hp Hooper, partition, widest occasionals, black, desirable carriage.
1938 Limousine 24hp, partitioned, widest occasionals, privately owned, excellent throughout, black.
HEARSE 1951 magnificent Bearer 5-door Coachwork on Daimler Straight Eight chassis, exceptional mechanically, guaranteed by certificate, reasonable cost. Seen:—
ALPE & SAUNDERS (100 Limousines: Lists posted) Providence Court, Grosvenor Square. Mayfair 2941. [4979

Daimler Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Daimler cars.—150, Park Lane, W.1. Grosvenor 3434. [0959

ROWLAND SMITH'S, the Daimler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0932

BRITISH & COLONIAL MOTORS, Ltd., require good Daimler cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [5098

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Daimler cars in first-class condition.—May. 5051. [3045

LIMOUSINES modern 24hp, also 8-cyl-32, urgently required cash waiting, details please.—Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair 2941. [6271

Daimler Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.— Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0236

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester; specialists for sale and service.—Kidderminster Rd., Croydon 5775. [0688

DELAGE

CHIPSTEAD MOTORS, Ltd., offer:—

DELAGE D.6.70 late 1938, very beautiful streamlined saloon, Cotal electric gear box, over £400 spent recently, hydraulic jacking, twin pass lamps, new Newton shock absorbers, showroom condition.
CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [9056

1938 Delage D6-70 saloon, exceptionally attractive streamlined car, Cotal electric gears; exchanges.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe. Tel. Southbourne 1022. [4828

Delage Spares and Service

SELBORNE (MAYFAIR), Ltd., concessionaires for G.B., Brit. Empire, U.S.A.; rapid engine and body repairs, parts in stock.—82, Park St., W.1. [0660

DELAHAYE

POTTER RICHARDS & CARR offer:—

1948/9 Delahaye 135m 4-str. 2-door coupe, specially tuned three-carburettor engine, Cotal gear box, over 110mph, one of the most elegant cars on the road, finished in steel grey, with three-position hood, superb comfort and road holding, magnificent brakes breath-taking acceleration, runs very well on Pool.
KENSINGTON 6955, or letters only to Richards, 62, Princes Gate Mews, S.W.7. [2265

BARTLETT.—Delahaye 1949 135 competition 100 mph chassis, fitted most attractive drop head coupe body with two-position hood, finished in red with chromium-plated wheels, full works report, small mileage, £2,600.—27a, Pembridge Villas, W.11. [3122

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3.—Delahaye, actual 1950 Earl's Court Show model, 135M, beautifully streamlined foursome drop head coupe, with three-position hood, Cotal electric gear box, huge spotlamp operated from inside car, passlamps, hydraulic jacking system, negligible mileage, very high performance, tyres unmarked, one of the prettiest Delahayes on the road, as new.—Tel. Flaxman 0052/7253/7154. [4008

Delahaye Cars Wanted

CHIPSTEAD MOTORS, Ltd.—Service and overhauls carried out by experts.
CHIPSTEAD MOTORS, Ltd., always buy good Delahayes.—Onslow Garage, 197, Fulham Rd., Kensington, S.W.3. Flaxman 0052. [9619

Delahaye Spares and Service

SELBORNE (MAYFAIR), Ltd., concessionaires for G.B., Brit. Empire, U.S.A.; rapid engine and body repairs, parts in stock.—82, Park St., W.1. [0659

D.K.W.

B & M GARAGES offer:

D.K.W., master de luxe fixed head saloon, rebuilt mechanically, resprayed, rechromed, re-upholstered and retyred.
1940 D.K.W. all-metal drop head coupe, in very good condition.
B. & M. GARAGES, Ltd., for super reconditioned D.K.W. cars and guaranteed spares, brand new crankshafts, sleeved cylinder blocks, both items on exchange basis, plus packing, etc., repairs and overhauls our speciality.—B. & M. Garages, Ltd., 42a, St. Michaels St., W.2. Paddington 6877. [0016

£275.—1938 (Aug.) cabriolet, 684cc, 45,000 miles, almost new tyres, battery, taxed.—6, Acre Lane, Carshalton, Surrey. Wal. 4696. [5156

1938 D.K.W. saloon, in exceptional condition, new tyres, very economical, 45-55mpg, taxed; £295.—Derrington, 159, London Rd., Kingston 5621. [9301

D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts.

C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction. Bat. 0871. [0066

DODGE

1946 Dodge saloon car, one owner Embassy, 22,000 miles, black, leather upholstery; a super car; price £1,675.
CHURCH Road Eng., Co., Ltd., Dodge Distributors, Hadleigh, Essex. 57271-2-3. [3809

DODGE

£585.—1940 24hp Dodge saloon, new look front, steering column change, 1950 radio, leather interior, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [3684

495 gns.—Dodge utility, 1947 (£10 tax), 28hp specially imported 4-door 8-seater station wagon, natural hardwood body, glass all round, removable rear seats, drop tail-board, right-hand drive, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5571

Dodge Spares and Service

DODGE specialists, repairs, spares, exchange engines.—Church Road Engineering Co., Ltd., Dodge Distributors, Hadleigh Essex.—Tel. 58474/57127. [0192

DODGE specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. [0362

DYNA PANHARD

1951 Dyna Panhard 750cc 4-door de luxe saloon, prepared for Le Mans but not run; fitted long-range tanks; incredible performance with economy; potential rally winner; £975.—Wadsworth, Moseley House, Burnley. Tel. 3189. [5708

FERRARI

BROOKLANDS for Individuality.

FERRARI sole concessionaires for the British Isles; enquiries invited.
103, New Bond St., London, W.1. Mayfair 8351-6. [5055

FIAT

1938 Fiat 1,100cc 4-door pillarless saloon, Fram, etc.; £410.—Prospect 1892. [5144

MAYFAIR GARAGES, Ltd., for your Fiat, the elegant and economical light car.—Below.
MAYFAIR GARAGES, Ltd., choice of two fully reconditioned fixed-head coupes in maroon and black with three months' guarantee; £445; immediate delivery.—Below.
MAYFAIR GARAGES, Ltd., always hold a large selection of Fiats in stock from £225 to £425 in various colour schemes.—Below.
MAYFAIR GARAGES, Ltd., first reg. March, 1951, model 500B ohv convertible coupe, Fiat blue with beige upholstery, one owner, small mileage, almost new condition; £725.—Below.
MAYFAIR GARAGES, Ltd., 1938 model 1500 4-door de luxe pillarless saloon, recellulosed in standard Fiat dark green with leather upholstery to match, good tyres, smart car with outstanding road performance; £395.—Below.
MAYFAIR GARAGES, Ltd., July, 1939, 500 convertible 4-seater saloon, blue, blue leather upholstery, good tyres; carefully used, excellent condition throughout; £395.—Below.
MAYFAIR GARAGES, Ltd., 1939 500 de luxe convertible coupe, black, leather upholstery, smart car in outstanding condition throughout; £365.—Below.
MAYFAIR GARAGES, Ltd., July, 1938, 500 convertible coupe, black and red with red leather upholstery, four almost new tyres, first-class road performance; very smart car; £345.—Below.
MAYFAIR GARAGES, Ltd.—All the above carry three months' guarantee.—Below.
MAYFAIR GARAGES, Ltd., have one or two low-priced Fiat 500's offered without guarantee.—Below.
MAYFAIR GARAGES, Ltd.— 16 Fiats in stock; send for descriptive list and copy of Autocar road test report.—Below.
MAYFAIR GARAGES, Ltd., Fiat sales, service and repairs by skilled British and Italian Fiat mechanics.—Below.
MAYFAIR GARAGES, Ltd., Balderton St. (opp. Selfridges' clock), Mayfair, W.1. Mayfair 3104/5. Open 9-6, Sats. 9-12. [4949

1939 Fiat 1100, very good condition.—Herbert & Mills, Ltd., 75, Gt. Portland St., W.1. Langham 3506-7. [7087

S. & S. MOTORS, of 165A, Westbourne Grove, W.11, Bayswater 1644, always carry a stock of 500 Fiats; first-class models only.—See below.
1949 Fiat 500 ohv model B, l.h.d., excellent condition; £550.
1939 Fiat 500, completely rebuilt and recellulosed, as new; £475.
1938 Fiat 500, large starter and brakes, new tyres; £310. [4686

FIAT 500, r/sprayed, r/chromed, mech. sound, body perfect, insp. invited, 4 good tyres, looks and runs like new, trial; nearest £300.—Byron 3028, 9-6 p.m. [5375

C. V. RUSHMER, The Fiat Specialist, offers 1950 Fiat 500C coupe, Show Model, as new; also guaranteed rebuilt models 2- and 4-seaters.—39, Holland Park, W.11. Park 5731. [5234

1937 Fiat 500, convertible coupe, black, red leather, very nice engine, good tyres; taxed; £250.—Ironbridge Service Depot, Southall, Middlesex. Southall 2355. [5667

WALTER SCOTT, Ltd.—1939 Fiat 500 convertible coupe, recent overhaul, excellent condition, £335, terms, exchanges.—39, College Crescent, Hampstead, N.W.3 (Finchley Road Tube). Pri. 5914. [7145

Fiat Cars Wanted

R
ROWLAND SMITH'S, the Fiat buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0933

CASH immediately for good Fiat.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [5219

MAYFAIR GARAGES, Ltd.—Particularly good cash buyers of all models Fiat, because we sell more Fiats yearly than any firm in the country; telephone or write for buyer to call.—Mayfair Garages, Ltd., Balderton St. (opp. Selfridge's clock), Mayfair, W.1. Mayfair 3104-5. [0695

Fiat Spares and Service

FIAT 500cc genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, etc., guaranteed repairs.—S. & S. Motors, 165a, Westbourne Grove, W.11. Tel. Bay. 1644. [0136

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. 'Grams: Fiat, Wembley. [0909

Fiat Spares and Service

B.D.J. (ENGLAND), Ltd., offer exchange engines fitted same day, own engines reconditioned 7-10 days; new and used engine chassis and body parts.—65, Lowlands Rd., Harrow. Byr. 6028. [0325

FIAT 500, 1100 and 1500, full range of spares, reconditioned engines, gear boxes, suspensions, dynamos, starters, radiators, in exchange, spare wheel covers, luggage carriers, supercharger sets, Metric spanners, complete servicing all models.—Derrington, 159, London Rd., Kingston 5621-2. [5030

FORD (8 h.p.)

W
HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.
1948 Ford Anglia saloon, colour beige, with leather cloth upholstery, reconditioned engine fitted by us, 29,520 miles; £675.
1950 Ford Anglia saloon, green with beige leather cloth, Pye radio fitted; £765.
W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [9053

PERRY'S OF HARROW

HAVE an excellent selection of post-war 8hp saloons available
PHONE Harrow 1031 for details.
W. HAROLD PERRY, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. [0099

RUGBY AUTOCAR Co., Ltd.,
MAIN Ford Dealers, offer:—
1949 Anglia saloon, black; £650.
1947 Anglia saloon, black; £575.
1946 Anglia saloon, black; £510.
WRITE for lists.
CLIFTON Rd., Rugby. Tel. 3322-3-4. [1631

1946 Ford Anglia, new engine; £515.
PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Potter Street 121. [5003

ALLAN TAYLOR MOTORS, Ltd., offer:—
1940 Ford Anglia; £475.
1950 Ford Anglia; £775.
HIGH St., Wandsworth, S.W.18. Vandyke 4433 (5 lines). [5258

W. J. BROWN, Ltd., used Ford specialists.
1950 (July) Ford Anglia saloon, black, green upholstery, 7,800 miles; £770.
1947 (June) Ford Anglia saloon, black, exceptionally nice condition; £565.
W. J. BROWN, Ltd., Ford Main Dealers.
339, Finchley Rd., N.W.3. Hampstead 4414.
ADJACENT Finchley Rd. Stations. [4035

1948 Ford Anglia saloon, black, recond. engine fitted, taxed; £625.
MAKIN & HARRISON (MOTORS), 492-6, High Rd., Chiswick. Chiswick 0558/2619. [1268

289 gns.—1939 Ford 8 de luxe saloon, good condition.—Autosnips, 5, Balham High Rd., Balham 1509. [5196

1949 Anglia, black, carpets unworn, genuine one owner; £655 or close offer.—41, Hulse Rd., Salisbury 4746. [5162

1936 Ford 8 de luxe saloon, nice condition throughout; £225; 3 months' guarantee; terms and exchanges.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [5208

195 gns.—Ford 8, Nov, 1937, saloon, black, green upholstery, good condition; terms; exchanges.—Rowland Smith, below.
695 gns.—Ford Anglia, June, 1949, 8hp saloon, black, genuine 10,100 miles; very carefully used; practically new condition; terms; exchanges.—Rowland Smith, below.
495 gns.—Ford Anglia, September, 1946, 8hp saloon, black, excellent condition, taxed; terms; exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5572

CASS'S MOTOR MART.—1940 Ford Anglia saloon, immaculate condition, written guarantee.—5 Warren St., W.1 Euston 4110. [3494

1947 Ford Anglia saloon, black, very good condition throughout; £595; also 1946 Ford Anglia saloon; recommended; £550.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [5646

1950 December, Anglia saloon, black, practically new, taxed, guaranteed; £725; 3 months' guarantee; terms, exchanges.
LAWSON PIGOTT MOTORS, Ltd. (Vauxhall Dealers), 320, King St., Hammersmith, W.6. Tel. Riverside 4111 and 186, East Barnet Rd., New Barnet. Barnet 8044 and 2353. [5514

1937 Ford 8 saloon, very good condition; £220.—Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 3408. [5487

1948 Ford Anglia saloon, black, red leathercloth upholstery, genuine 18,000 miles only, a specimen car for the year; taxed; £615.
TIMMS MOTORS, Colinette Rd., Upper Richmond Rd., S.W.15. Tel. Putney 3593. [5641

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. Langham 1594-5.—1946-8 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. [0578

1947 Ford Anglia, original owner, immaculate order, a host of extras; £525.—Lynch Garage (opp. G.P.O.) Uxbridge Middx. [5443

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD (8 h.p.)

BRUTONS, Ltd.—1938 Ford 8 2-door saloon, new engine, excellent condition, £350.—13/14, Orsten Mews, Emperors Gate, S.W.7. Western 1242. [1322

1948 Ford Anglia saloon, black, 19,000 miles, excellent condition; £600.—R. N. W. Mathers, Central Garage, Farnborough, Hants. Farnborough 891. [5462

FORD Anglia, first licensed 20.6.50 and mileage only 7,814; this car is literally perfect, in mint green with beige leather and silver wheels; offered at £777/10, it is at least £75 under value.

HERE is a car which has been nursed and therefore better than average, black Ford Anglia first licensed 1947 but fitted with new engine 2,000 miles ago, upholstered in leather and fitted loose covers, nearly new tyres, licensed for year, ready for your immediate use; a bargain at £595; exchange or terms.

MARBLE ARCH MOTOR SUPPLIES, Lower High St., Watford, Herts. Tel. Watford 4491. [4595

£195—1937 Ford 8 saloon, black, green interior, good tyres, excellent runner, bargain.—Bray Motors, 180-194, West End Lane, N.W.6. Hampstead 6490. [4535

£365—1938-9 Ford 8 saloon, excellent condition, choice of two.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [5034

WALTER SCOTT, Ltd., 1949 Ford Anglia, beige, low mileage, unmarked, one owner; £685; terms, exchanges.—59, College Crescent, Hampstead, N.W.3. (Finchley Road Tube.) Pri. 5914. [5523

1950 Ford Anglia, fawn with red leather upholstery, 10,000 miles; £765; terms, exchanges.—Mason Brothers (Motor Showrooms), 151-153, Fitzwilliam St. (Off the Moor), Sheffield, 1. Tel. 24687. [4906

Ford Eight Cars Wanted

I REQUIRE post-war Ford 8, urgently.—30, Rivercroft Rd., S.W.16. Tulse Hill 1236 (day). [0726

CASH buyers of low mileage Ford 8s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

ROWLAND SMITH'S the Ford 8 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041.

LAWSON PIGOTT MOTORS, Ltd., want modern Ford 14 8s.—120-2, King St., Hammersmith, W.6. Riverside 4111 and 4061. [5521

RAYMOND WAY, the hire-purchase specialists, are still buying Ford 8s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0940

FORD (10 h.p.)

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1950 Ford Prefect, grey, cloth upholstery, 19,161 miles; £925.

1949 Prefect saloon, beige, brown leather, mileage 6,411; £940.

1950 (May) Ford Prefect saloon, green, cloth upholstery, 15,755 miles; £925.

1939 Ford Prefect drop head coupe, black, leather upholstery; £495.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [0995

DICKS.

1948 Ford 10 saloon, definitely unmarked; £750.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6866-9. [6346

PERRY'S OF HARROW

HAVE an excellent selection of post-war 10hp saloons available.

PHONE Harrow 1051 for details.

W. HAROLD PERRY, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. [0100

RUGBY AUTOCAR Co., Ltd.,

MAIN Ford Dealers, offer:—

1949 Prefect saloon, black, red leather; £875.

1948 Prefect saloon, beige; £750.

1947 Prefect saloon, black, cloth; £650.

WRITE for lists.

CLIFTON Rd., Rugby. Tel. 3322-3-4. [1630

PALMERS MOTORS, Ltd., offer:—

1947 Prefect saloon, black, new engine just fitted; £665, exchange and terms.—53, York St., Twickenham. Popesgrove 1390. [3598

WANSTEAD MOTORS, Ltd., offer:—

1948 Ford Prefect saloon, black with red leather, very clean car; £685.

WANSTEAD MOTORS, Ltd., Cambridge Park, E.11. Wanstead 1000. [5039

S. G. SMITH (MOTORS), Ltd., offer:—

1939 Ford Prefect 4-door saloon, black with red leather upholstery, perfect throughout; £425.

S. G. SMITH (MOTORS), Ltd., 13-19, East Dulwich Rd., S.E.22. New Cross 4444. [5296

ALLAN TAYLOR MOTORS, Ltd., offer:—

1948 Ford Prefect, £785.

1949 Ford Prefect; £850.

1950 Ford Prefect, £905.

1950 Ford Prefect; £885, choice of two.

HIGH St., Wandsworth, S.W.18. Vandyke 4433 (5 lines). [5259

1949 (Aug.) Ford Prefect, colour black, red leather as new, £945.

MAYFAIR CARRIAGE Co., Ltd., The Hyde Edgware Rd., N.W.9. Col. 9082 [5085

FORD (10 h.p.)

W. J. BROWN, Ltd., used Ford specialists.

1949 (July) Ford Prefect saloon, green, green leather, 14,000 miles; £855.

1947 (May) Ford Prefect saloon, black, leather upholstery, one owner; £645.

W. J. BROWN, Ltd., Ford Main Dealers.

339 Finchley Rd., N.W.3. Hampstead 4414.

ADJACENT Finchley Rd. Stations.

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

1949 (October) Ford Prefect saloon, black, brown leather; £845.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 5656 and 5656. [4221

SEPT. 1950, Prefect, green, brown leather, 3,500 miles; £965.—Elkington, Streatham 6626. [5361

£320—Ford Prefect 1939 saloon.—Mercer, West Cottage, Borden Village, near Liphook. [4725

1949 Prefect saloon, spotless; £845.—Mitchell, 1, Balham High Rd., S.W.12. Balham 2234. [5859

ROYS AUTOMOBILES, Ltd., offer 1950 series Ford Prefect, 14,000 miles; £625.—127, Parkway, N.W.1. Euston 2700. [5629

1950 (Nov. 1949) Prefect, black, carefully used, and serviced; £850.—Campbell Symonds, Wembley 6262. [7155

1949 Ford Prefect sal., 12,000 miles; black; £675.—C. A. Peto, Ltd., 42, North Audley St., W.1. May 3051. [5456

1949 Ford Prefect; £820.—Smith & Hunter, Ltd., 375, Kensington High St., London, W.14. Tel. Western 2312. [4950

£298—Ford 10 1937-8 saloon, original condition, leather, sun roof, very attractive, all extras, choice 3; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat., 9-6. (50 yds. Holland Park Tube.) [4712

1949 Ford Prefect saloon, colour pastel green, brown leather upholstery, mileage under 10,000, as new; £795.

RAYMOND WAY, of Kilburn, hire purchase specialist, has 200 good used cars under £400.—Maida Vale 6044. [5199

1939 saloon, immaculate coachwork, engine rebored, new gear box, axle, steering; £435, buying 14hp.—Cobham 3132. [5167

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. Langham 1594-5.—1948-8 post-war Prefect saloons, low mileage, all guaranteed. [0579

1948 (model) Ford Prefect, registered 1949, black, red leather upholstery, front bench seat, one owner, low mileage; £750.

BRIDGE MOTORS, Church St., Rickmansworth. Tel. Rickmansworth 2362. [5256

1947 Ford 10 4-door saloon, almost spotless, one owner; £625.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [4839

1948 Ford 10 saloon, black, 18,000 miles, exceptional condition; £725.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821/2. [4638

1950 (Jan.) Prefect black saloon, cloth upholstery, 17,000 miles, carefully used, regularly serviced; £800.—Trevvett, Harrogate 6500 or 4534. [5172

1947 Ford Prefect, one owner, immaculate, £675.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [4999

£265—1937 Ford 10hp 4-door saloon, clean condition, £48 overhaul, bills available.—Bray Motors, 180-194 West End Lane, N.W.6. Hampstead 6490. [5672

1940 Ford Prefect saloon, finished in black with leather interior, excellent condition; £465.—Grove Garage & Motors, 322, Fore St., Edmonton, N.9. Tot. 4162. [5408

1948 Ford Prefect sal., 20,000 miles, beige, brown leather, one owner, ex. cond.; £740.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [4806

1950 Ford Prefect saloon, 5,000 miles, radio, black with beige upholstery, perfect condition, available October; £965.—Dowling, 114, Tubbenden Lane, Orpington 4981. [4889

1949 (August) Ford Prefect, finished in black with green leather upholstery, 6,000 miles, just as brand new, one owner, genuine reason for sale; £865; terms, exchanges.

MASON BROTHERS (MOTOR SHOWROOMS), 151, 153, Fitzwilliam St. (off The Moor), Sheffield, 1. Tel. 24687. [4905

1938 Ford 10hp 4-door saloon, one owner, very good road performance with clean interior and exterior, taxed to end of year, any trial; £385, or near offer. Liberty 3372. [5499

1948 Ford Prefect saloon, black, leather upholstery, in excellent condition, £750, also 1947 Ford Prefect saloon, black, leather, recond. engine, steering and brakes, £695.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2254. [5647

1947 Ford 10 saloon, leather upholstery, in exceptionally fine condition throughout; outstanding bargain; £675.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [9492

1950 model Ford Prefect, black, leather covers, heater, one owner, £995; choice of two.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [4093

1939 Ford Prefect drop head coupe, grey with blue leather upholstery, factory reconditioned engine recently fitted, good tyres all round; this car looks like a 1948 model; £495, exchanges.

HAROLD WEBB MOTORS, Ltd., 765-767, Romford Rd., Manor Park, E.12. Ilford 0681. [5547

TANKARD & SMITH, Ltd., offer 1949 (October) Ford Prefect saloon de luxe, green with brown leather upholstery, low mileage; £860; 3 months' written guarantee.—97, Peckham Rd., S.E.15. Tel. Rodney 2051. [5008

FORD (10 h.p.)

£95 deposit or £295 secures 1950 Ford 10 2-door saloon, very good mechanical condition, 3 months' written guarantee.—C. & S. Motors, Dudden Hill Lane, Neasden, London, N.W.10. Gladstone 8626. [5514

£775—Ford 10hp Prefect saloon, black with fawn cloth, run only nominal mileage, reconditioned engine, bluemel spring steering wheel, gear lever extension, special air cleaner, particularly well-kept car.—Robbins, East Putney. Tel. 4581. [4659

365 gns.—Ford Prefect, April, 1940, 10hp foursome drop head coupe, maroon leather upholstery, good condition, taxed, terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5566

1950 Ford Prefect de luxe saloon, 5,500 miles, black, fawn leather upholstery, owner emigrating, extras, suspension stabilizer, wheel discs, rear mudguard fairings, heater, demister, interlock carpets, H.M.V. wireless.—Lawson, 78, Monument St., Peterborough. Tel. 2021. [5711

Ford Ten Cars Wanted

I NEED post-war Ford 10 immediately.—Fortune, 55, Cambridge Rd., Wanstead, E.11. [0750

ROWLAND SMITH'S, the Ford 10 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0955

MARSTON MOTOR Co., Ltd., for your Ford 10. Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

CASH buyers of low mileage Ford 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

ALMOST new Ford 10 required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0855

LAWSON PIGOTT MOTORS, Ltd., want modern Ford 14 Prefects.—120-2, King St., Hammersmith, W.6. Riverside 4111 and 4061. [5522

RAYMOND WAY, the hire-purchase specialists, are still buying Ford 10s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0941

FORD (V.8)

W

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1950 Ford Pilot, green leather upholstery, 12,000 miles; £1,295.

1948 (November) Ford Pilot saloon, green with beige leather upholstery, heater and twin spotlamps, taxed to the end of year; £1,095.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [0992

CAR MART, Ltd.

1950 Ford Pilot saloon, radio, heater, 6,000 miles; £1,525.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. [5501

NEWNHAMS Ltd.

1949 Ford V.8 Pilot saloon, black with brown, radio, low mileage.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4686. [5025

SIMPSON'S MOTORS offer:—

1949 Ford Customs 2-door saloon, heater, seat covers.

1949 Ford Customs convertible, electrically operated hood, all accessories.—For full list see under "American Cars."

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 8691-2. [5016

CHARLES POLLETT, Ltd., offer:—

FORD Pilot, 1948 (Dec.), black, brown hide, one owner, 22,000 miles (reconditioned engine 2,000 miles ago), radio, really exceptional condition; £1,150.

18 Berkeley St., W.1. May 6266.

SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936/8. [5387

WARWICK WRIGHT, Ltd., offer:—

1950 Ford Pilot V.8 saloon, black, brown leather, radio and heater, 11,000 miles.

1950 Ford Pilot V.8 saloon, black, brown leather, heater, 9,000 miles.

WARWICK WRIGHT, Ltd., New Bond St., W.1. Mayfair 9761. [7762

ALLAN TAYLOR MOTORS, Ltd., offer:—

1935 Ford V.8 saloon; £395.

HIGH St., Wandsworth, S.W.18. Vandyke 4433 (5 lines). [5260

W. J. BROWN Ltd., used Ford specialists.

1948 (August) Ford Pilot saloon, black, brown leather upholstery, heater, radio, one owner, 25,000 miles only; £975.

W. J. BROWN, Ltd., Ford Main Dealers.

339, Finchley Rd., N.W.3. Hampstead 4414.

ADJACENT Finchley Rd. Stations.

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1949 Ford Pilot, black and brown, radio, 10,000 miles; £1,125.

1940 Ford Mercury saloon, £10 tax, being repainted as this advert goes to press, £595.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62207-8-9. [5476

GORDON CARS (LONDON), Ltd.—1950 Ford Pilot saloon, black.—Below.

GORDON CARS (LONDON), Ltd.—1950 Ford Pilot saloon, green.

GORDON HOUSE, 375, Euston Rd., London, N.W.1. Euston 6611. [5356

1949 Ford Pilot saloon.—Autowork, Ltd., Winchester. Tel. Winchester 4434-5406. [4417

FORD V.8 30hp 51/5/38 reconditioned engine 6,000 miles, brakes 2,000 miles, immaculate bargain, £595.—Gla. 6686. [5159

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD (V.8)

£245.—Ford V.8, coupe, green, 1936.—Widgers Wood, Sheets Heath, Brookwood, Surrey. Tel. 3397. [4749

2000 miles only.—1950 Ford Pilot saloon.—British Columbia Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [5110

1948 Ford Pilot, black, brown leather, heater, very low mileage, immaculate; £1,025.—Odeon Motors, Ltd., Barnet 4100. [5977

1950 Pilot, black, brown leather, radio, heater, low mileage.—Sidney Marcus, Ltd., 23, Sloane St., S.W.1. Tel. Sloane 3557/6970. [5410

GOLDERS GREEN.—H. A. Saunders, Ltd. 1949 Ford V.8 Pilot saloon, black, beige hide, radio, heater, £1,055.—144, Golders Green Rd. Spe. 0011. [5167

1949 Ford Pilot saloon, black, leather upholstery, fitted radio, as new throughout; perfect condition; £1,050.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [5480

1949 Ford Pilot saloon, black, with brown leather, fitted radio and heater, twin spotlamps, rimbellishers, screen wash, a one owner car, in excellent condition, taxed end of year; £1,175.—WHEELERS (NEWBURY), Ltd., The Broadway, Newbury. Tel. 1020. [4737

1949 Ford Customs 2-door sedan, grey, 21,000 miles, radio and heater, overdrive; £1,725.—Acres Autos, Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4 (2 minutes from Clapham North Underground). Tel. Macaulay 2211 and 2212. [5021

425 ens.—Ford V.8, August, 1938, 50hp 81A 4-door saloon, blue, built-in head lamps, Motorola Radio, very good condition, terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5567

1950 (July) Ford Pilot, channel green, fawn leather, heater, 9,000 very careful miles, genuinely like new throughout, including original tyres (spare unused); £1,195.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bayswater 4274. [5276

1946 Ford V.8 super de luxe 6-seater drop head coupe, the impressive and much sought after "Club Convertible" model No. 76, right-hand drive with all the usual extras, radio, heater, demisting, loose covers, rimbellishers, Whitewall tyres, etc., superb mechanical order.

1947 model American Ford V.8 6-seater touring saloon, right-hand drive, most attractive finish in metallic red, fully chromed new look front, radio, heater, rimbellishers, Whitewalls, loose covers, one fastidious owner, moderate mileage.

1949 model Ford V.8 Custom 6-seater saloon, full de luxe model with special overdrive, super modern appearance, latest type front with "intake vents," Nylon loose covers, radio, heater, passlights, traffic-blinkers, whole appearance almost equal to new.

CAMDEN MOTORS, Lady St., Leighton Buzzard, Beds. Tel. 2041 (5 lines).—Write for post-free catalogue of 400 cars; hire-purchase part exchanges, fares refunded in full to purchasers from any part of the country, free delivery anywhere in the United Kingdom; showrooms open till 8 p.m. Monday to Saturday. [5426

1950 (Sept.) Ford Pilot saloon, suede green, beige hide, 8,000 miles, one owner, radio, heater, rim embellishers, outside mirror, etc., most carefully maintained and is as brand new; £1,295.—Seymour & Clements, Ltd., 58, Watford Way, Hendon Central, N.W.4. Hendon 2146. [5595

TANKARD & SMITH, Ltd., offer 1949 model Ford Pilot saloon in blue with blue leather upholstery, one careful owner since new, genuine 18,000 miles only, fitted radio and heater, first-class condition; £1,075; 8 months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801-5. [4858

Ford V.8 Cars Wanted

ROWLAND SMITH'S, the Ford V.8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0936

SIMPSON'S MOTORS (WEMBLEY), Ltd., urgently require all model Ford V.8s from 1937 onwards.—Wembley 8691-2. [0668

JOHN S. TRUSCOTT, Ltd., urgently require low mileage, really well-kept Ford Pilots.—175, Westbourne Grove, W.11. Bay. 4274. [4617

UTILITY FORD OR OTHER BODIES

1950 Ford Utilecon, as new.—GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [5006

FORD Mercury Utility car, immaculate condition throughout, £10 tax, immediate delivery.—D. J. DAVIES, The Garage & Service Station, Troforest Trading Estate. [4755

1942 Fordson chassis, 10hp engine fitted with Martin Walter Utilecon coachbuilt utility body, seating seven; body seats fold flat into floor, glass window all round, been overhauled and newly recellulosed, most useful vehicle in unusually good order at the low price of £525, exchanges or terms.—MARBLE ARCH MOTOR SUPPLIES, Ltd., Lower High St., Watford, Herts. Tel. Watford 4491. [4590

Ford Utility Cars Wanted

FORD 9, 10, and 30hp utilities wanted from 1936 onwards.—GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [0040

ROWLAND SMITH'S, the Ford utility buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041.

FORD MISCELLANEOUS

1948 Fordson 5-cwt van with windows and extra seat, 23,000 miles since new; £450.—Beardmore Service, 26, Queensway, Bayswater, W.2. Bayswater 0136. [4581

TANKARD & SMITH, Ltd., offer the choice of many Ford 8s and 10s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, Kings Rd., S.W.3. Tel. Flax. 4801-3. [0578

Ford Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0938

Ford Miscellaneous Cars Wanted

HAROLD PERRY, Ltd., main Ford dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [0545

FORDS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767.

POST-WAR Ford cars wanted immediately, mileage under 10,000 and must be in perfect condition; offers to—MARBLE ARCH MOTOR SUPPLIES, Ltd., Lower High St., Watford, Herts. Tel. Watford 4491. [4586

BRITISH & COLONIAL MOTORS, Ltd., require good Ford cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588.

APPROACH us first before disposing of your Ford car.—Tankard & Smith, Ltd., 198-198, Kings Rd., S.W.3. Flaxman 4801-5. [5616

Ford Spares and Service

NORMAND, Ltd.,

THE best service only, highly skilled mechanics with efficient supervision.—NORMAND, Ltd., 405-9, King St., W.6. Riv. 3685. [0225

F. H. PEACOCK, Ltd.

COMPREHENSIVE stock of spares for all Ford and Fordsons; Dagenham reconditioned engines, 8, 10, and 30hp always available from stock.

219—221, Balham High Rd., S.W.17. Tel. Balham 4401. Also at

FOORD Rd., Folkestone 51222. [0406

ALLAN TAYLOR (MOTORS), Ltd.,

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stocks of genuine Ford parts.

VANDYKE 4433 (5 lines). [0314

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 2235), main Ford dealers; service and all spares.

ADLARDS MOTORS, Ltd., 43-45, Acre Lane, London, S.W.2 (Brixton 6451), main Ford dealers; service and all spares. [0110

FOR Ford mudguards, running boards, 1933-46.—Brooks, 5 and 6, Frederick Place, Brighton. Brighton 21147. [0385

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Frazer Nash buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

FRAZER NASH-B.M.W.

FRAZER NASH-B.M.W., type 55, 2-seater cabriolet; 1937; £575.—Kensington 6955. [5266

BARTLETT.—Frazer Nash-B.M.W. 327/55 coupe; F.N.-B.M.W. 326 coupe; F.N.-B.M.W. 326 saloon; F.N.-B.M.W. type 45 saloon. £450.—27a, Pembridge Villas, W.11. [5123

TYPE 45 1936 drophead coupe, smart, taxed, gearbox recently overhauled, new differential, bills available, engine uses oil, good tyres, heater, defroster, any trial.—Box 5920. [4761

FRAZER NASH-B.M.W. 327/60 fixed head coupe 1939, first registered 25/10/38, 2,000 miles since complete engine and gear box overhaul costing £150; bill to show, light metal green, beige upholstery; £975.

H. R. MARTINDALE, Ltd., Harrison St., Briggate, Leeds, 1. Tel. 20114-5. [4774

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3.—B.M.W. 328 streamlined competition 2-seater, late 1939 model, finished in ivory with black leather, only covered a small mileage since engine completely reconditioned, including crankshaft reground, etc., sleeved and fitted with Bristol pistons, also clutch and gearbox overhauled, new tyres immaculate condition, terrific performance, specimen car.—Flaxman 0052/7255/7154. [2074

Frazer Nash-B.M.W. Cars Wanted

REQUIRED privately, good 1938 B.M.W. 54 coupe.—218, Redland Rd., Bristol. [5137

ROWLAND SMITH'S, the Frazer Nash-B.M.W. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

BARTLETT.—We are very interested buyers of all Frazer Nash-B.M.W. models.—27a, Pembridge Villas, W.11. Bayswater 0523. [5128

HANSA

1938 Hansa 16hp sports saloon, independent suspension all round, excellent performance and condition; £450.—Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 3408. [5485

HEALEY

BROOKLANDS for individuality.

HEALEY distributors for London and Home Counties.

DEMONSTRATION, early delivery of latest models.

1951 Healey Tickford saloon, maroon, speedometer reading 2,400 miles.

1950 Healey Silverstone sports 2-str., red, small mileage.

1949 Healey Sportsmobile 4-seater drop head coupe, silver.

1949 Healey Elliott saloon, maroon, small mileage.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351-6. [5056

HEALEY 1949 Standard saloon, 20,000 miles, 100% maintained; £1,550.—Tel. Leeds 43995. [4871

1948 B type Healey 2-str. tourer, modifications to Silverstone specification, numerous spares, colour powder blue, 14,000 miles; £1,100.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow, Potter Street 121. [9039

1950 (August) Healey Silverstone, 8,000 miles, never used in competition or racing; £1,195. Tel. Aller Sanderstead 1210. [5724

1948 Healey Duncan saloon, black, red leather, carefully maintained, £1,275.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [2600

HEALEY

H. W. MOTORS, Ltd.

1948 Healey Duncan saloon, black, red leather, condition £1,225.

H. W. MOTORS, Ltd., Walton-on-Thames 783 and 1437. [1765

BARTLETT.—Healey Duncan drop head coupe, exceptional condition; £1,350. Healey 1948 B-type standard tourer, £1,150.—27a, Pembridge Villas, W.11. [5125

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3.—Healey, fitted with very attractive specially built close-coupled fixed head coupe body, cost some £2,750 in 1949, 1 owner only, low mileage, easy-jacking system, maroon cellulose, exceptionally fast chassis with over 30 mpg.—Flaxman 0052/7255/7154. [4009

Healey Cars Wanted

HEALEY saloon, drop head or tourer, urgently required.—Bartlett, 27a, Pembridge Villas, W.11. Bayswater 0523. [5120

HILLMAN 10

CAR MART, Ltd.

1950 Hillman Minx Phase IV saloon, 9,000 miles; £1,125.

1949 Hillman Minx Phase III saloon, 15,000 miles; £975.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5454. [5299

NEWNHAM'S, Ltd.

1947 Hillman Minx saloon, grey, excellent condition.—NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [5026

BROWN'S for Hillmans.

1946 Hillman 10 drop head foursome coupe, really exceptional condition throughout, taxed year; £685.

1947 Hillman 10 saloon de luxe, small mileage, exceptional condition; £695.—Brown's Garage, Loughton (Essex) 4119 (Tube). [4990

DICKS CAR SALES offer:—

1949 Hillman Minx saloon, low mileage, fitted radio, really as new; £975.

1946 (October) Hillman 10 foursome drop head coupe, fitted radio, new hood, etc.; £675.

1947 Hillman Minx saloons, positively unmarked, choice of two, £750.—DICKS CAR SALES, Ltd., 385/401, High Rd., Kilburn, Maida Vale 6888-9. [2275

H. A. SAUNDERS, Ltd., offer:—

1950 Hillman Minx Phase IV saloon, blue with blue leather interior, 3,000 miles; £1,175.

H. A. SAUNDERS, Ltd., 836-842, High Rd., N.12. Hillside 0024. [4919

LAYTONS OF OXFORD offer:—

£1165.—1950 Mark IV Hillman Minx, one owner since new, finished in black, with red leather upholstery, tyres and bodywork as new throughout; terms if required over 24 months at one quarter deposit.

LAYTONS OF OXFORD (MOTORS), Ltd., New Rd., Oxford. Tel. 3381. [4772

WADDINGTON MOTORS, Ltd., offer:—

1949 Phase III Hillman saloons, moderate mileage and in perfect order throughout; from £985.—Fortune Green Rd., N.W.6. Ham. 2211. [5087

C.M.I. CAR SALES (Pri. 6623) offer:—

1950 Hillman Minx Mark IV saloon, black, red leather upholstery, as new.

1946 Hillman Minx drop head coupe, very excellent condition throughout.—Swiss Cottage, Finchley Rd., N.W.3. [2956

PHOENIX MOTOR Co. (SURREY), Ltd., offer:—

1950 (February) Hillman Minx Mark IV saloon, blue, blue leather upholstery, fitted heater, very carefully used; £1,075.

PHOENIX MOTOR Co. (SURREY), Ltd., Phoenix House, High St., Sutton, Surrey. Vigilant 1121. [5671

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

1946 Hillman Minx saloon, black, brown leather; £725.

1939 Hillman Minx saloon, black, one owner; £425.—MARLBOROUGH Works, Kenton. Tel. Wordsworth 5656 and 5658. [5609

1947 Hillman Minx saloon, grey, good condition; £725.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2254. [5649

1946 Hillman 10 saloon, overhauled; £670.—Below.

1938 Hillman 10 d.h. coupe; £440.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [4651

1939 Hillman Minx drop head coupe, excellent condition, taxed; £595.

BIRKETT MOTORS, Ltd., 544, High Rd., Leytonstone. E.11. Ley. 5259. [5558

1949 (August) Minx Phase III saloon, 15,000 miles, indistinguishable from new; £985.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [5079

1950 series Hillman Phase IV saloon, 8,000 miles.—Autowork, Ltd., Winchester. Tel. Winchester 4834-5306. [4819

1949 Hillman Minx Phase III saloon, colour pastel green, red leather upholstery, indistinguishable from new; 895gns.

RAYMOND WAY, of Kilburn, hire purchase specialist, has 200 good used cars under £400. Maida Vale 6044. [5303

1942 Hillman Minx, black/blue, reconditioned engine, new tyres, 6 months' warranty; £595.—Haskins, Ladbroke 1155. [6093

1950 model Hillman Minx Phase IV saloon, colour beige.—John Whalley, Ltd., London Rd., Bishop's Stortford. Tel. 181-2. [4697

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HILLMAN 10

£185—1934 Hillman 10, good runner.—Barnes Garage, 315, Finchley Rd., Hampstead, N.W.3. Ham. 2221. Mai. 1627. [4535

1950 (March) Hillman Mark IV 1,265cc foursome drop head coupe, 7,400 miles.—Ernest Sutton. Tel. Rogate 4 (trade only). [5431

1950 (June) Hillman Minx saloon Mark 4, fawn, red leather, taxed Dec., one owner, 4,600 miles only, over-riders fitted; £1,190.

1949 (Sept.) Hillman Minx saloon Mark 4, fawn, red leather, taxed Dec., one owner, 9,500 miles only, twin wing mirrors, twin spot lamps, rimbellishers, marvellous radio and internal speaker, petrol lock; £1,150.

1948 (Feb.) Hillman Minx saloon Phase 2, smoke grey, blue leather/cloth, H.M.V. push-button radio, spot lamp, demister, petrol lock, taxed Dec., one owner from new, 25,000 miles, very carefully used; £860.

SIX months' written guarantee, trade enquiries welcomed.

McKINNON MOTORS, Ltd., Langham House, 3, Stafford Rd., Wallington, near Croydon, Surrey. Established 1906. Tel. Wallington 3404. [4791

1948 Minx drop head coupe, one owner, immaculate condition, 13,000 miles; £900.—Pritchard's Garage, Coventry. Tel. 64678. [4765

1946 (October) Hillman Minx saloon, black, new engine recently fitted, excellent condition throughout, taxed to end of year; £635.

MAKIN & HARRISON (MOTORS), 492-6, High Rd., Chiswick. Chiswick 0558/2619. [3356

£398—Hillman 10 1938 4-dr. saloon, leather interior, excellent bodywork, very attractive, all extras, choice five; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50 yds Holland Park Tube.) [4713

1947 Hillman Minx, low mileage; £745.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [4996

1947 Hillman Minx 10hp saloon, speedo 24,000, grey with blue interior; £675.—Clifton Green Garages, 122, Clifton, York. Tel. 53230 & 53578. [4901

1946 Hillman Minx spotless throughout, 24,400 miles only, excellent tyres, taxed year; £650.—Temple Cars, 136, Burton Rd., Derby. Tel. 45614. [5499

1950 (Sept.) Hillman Minx Mk. IV saloon, fawn, one owner, under 4,000 miles, as new, owner gone abroad; £1,190; no dealers.—J. McKenna, Aldershot 956. [4866

£395—1946 (reg.) Hillman Minx utility, recond. engine and new body; bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [5672

1947 (April) Hillman Minx 4-str. d/h coupe, black/brown, one owner, only 17,000 miles, like new throughout; £725.—348, King St., Hammersmith. Riv. 2837-8. [5177

1948 Hillman Minx phase II saloon, 19,000 miles, unmarked, taxed; £865.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431/2. [4304

1949 Hillman Minx Phase III saloon, one owner, mileage 19,000, fitted radio and heater; £925.—Dixon's Garage, 134, West Hill, Putney, S.W.15. Putney 0396. [4435

1949 Hillman 10hp de luxe saloon, stone and red leather, 12,000 miles only, one owner, genuine opportunity; £935.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [5658

1949 (November, 1948) Hillman Phase III saloon, beige, in excellent condition throughout; £925.—Wembley Court Motors, High Rd., Wembley. Arnold 5521-2. [3917

1949 Hillman Minx Phase III, fitted radio and heater, one owner, low mileage, beautiful condition; £985.—Pantiles Service Garage, London Rd., Guildford 5526. [5451

1950 Hillman Minx saloon, first registered 8-2-50, finished in pastel blue with blue leather upholstery, 11,000 miles, one owner, in first-class condition throughout.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 307. [5322

£695—Hillman Minx 10hp de luxe saloon, black, sliding roof, run only nominal mileage and in beautiful condition throughout.—Robbins, East Putney. Tel. 4581. [4660

A MOST carefully used car, 1950 Phase IV Hillman saloon, in black with beige leather, the whole car in perfect condition, in fact one of our specimens; £1,145, exchanges or terms.

MARBLE ARCH MOTOR SUPPLIES, Ltd., Lower High St., Watford, Herts. Tel. Watford 4491. [5268

AVAILABLE to the trade, low mileage 1950 Hillman Minx.—Gerry Browne Motors, 55-57, South Edwardes Sq., Kensington, London, W.8. Temporary Telephone No. Western 2269. [0762

DROP head coupe, 1948 Hillman Minx, 18,000 miles, blue with blue leather upholstery, radio, in original condition; £850; terms and exchanges.—G. S. Hall, 302, King St., W.6. Riverside 2881. [4003

1949 type III Hillman 10 saloon, one owner, 13,500 miles only, black, brown leather and cloth, superb condition; £985.—Beardmore Service, 26, Queensway, Bayswater, W.2. Bayswater 0136. [4578

1949 Hillman Minx (July), black, brown leather, genuine mileage 9,501, an outstanding car, absolutely as new; £1,050.—Whetstone Motors, Ltd., 435-439, Oakleigh Rd. North, Whetstone, N.20. Ent. 5521. [5152

1949 (March) Hillman Minx saloon, Phase III, black, brown leather and cloth, one owner, guaranteed 8,000 miles; £950.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [5718

1948 (Sept.) Hillman 10hp Phase II drop head coupe, black with brown hide upholstery, speedo. reading 23,000, definitely as new; £795.—Selsdon Rd. Garage, 54, Selsdon Rd., South Croydon, Surrey. Cro. 5470. [4114

HILLMAN 10

1948 Hillman Minx Phase II drop head foursome coupe, blue, with leather to match, unmarked, new tyres, Radiomobile, passlight, automatic "lights-on" switch, taxed; £860.—V. W. Derrington, 159, London Rd., Kingston 5621. [3258

TANKARD & SMITH, Ltd., offer 1937 Hillman Minx, finished blue with blue leather upholstery, one owner from new, in immaculate condition throughout; £365.—97, Peckham Rd., S.E.15. Tel. Rodney 2051. [5006

645 gns.—Hillman Minx (October, 1947), 10hp 4-door saloon, black, sliding head, maroon cloth and leather upholstery, carefully used, excellent condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5591

1949½ Hillman Minx, light green, 18,000 miles only, excellent tyres, spare unused, fitted extras include defroster, loose covers, radio, twin spotlights, electric clock, triple horns, oil gauge, ammeter, radiator muff, outside and inside mirrors, Rimbellishers; price £965; Manchester.—Box 5992. [5532

NAYLOR & ROOT, Ltd., 1946 Hillman Minx coupe, black, red upholstery, exceptional condition throughout; £695, three months' guarantee; choice of 250 quality cars; demonstrations within 100 miles; terms available.—25, East Hill, S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. [5238

TANKARD & SMITH, Ltd., offer 1948 Hillman Minx Phase II saloon in very attractive shade of opalescent blue with matching upholstery, moderate mileage only, fitted loose covers; £835; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801-3. [4862

ONE of the few pre-war cars in sound condition and worth buying, 1939 model Hillman Minx 4-seater drop head coupe, in maroon with matching leather, hood quite sound but stained, been owned by an engineer and maintained accordingly, fitted with Crosley Radio, a really worthwhile car; £475; exchanges or terms.

MARBLE ARCH MOTOR SUPPLIES, Ltd., Lower High St., Watford, Herts. Tel. Watford 4491. [4593

SPORTSMAN'S close-coupled full 4-seater all-aluminium coachbuilt winding window drop head coupe, Hillman, 1934, aero Minx coachwork by Salmson, mechanically in excellent order engine maintains very good oil pressure; transmission silent, remote control gearbox; brakes relined; new Rotoflo shock absorbers; very good tyres; taxed for the year superbly refinished cream and maroon and rechromed; twin passlights, rev. counter, genuine 35mpg, exceptional performance; definitely one of the smartest cars on the road; £245; terms and exchanges.—Maidstone Eng. Co., Cross St., Pendleton, Salford, 6. Tel. Pen. 3457. [5363

HILLMAN 20

1937 Hillman 20 4-door 6-str. saloon; must sell, unrepeatable offer; £225.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [5634

HILLMAN MISCELLANEOUS

TANKARD & SMITH, Ltd., offer the choice of many Hillman Minx and 14hp saloons from their vast stock of over 200 used cars; all subject to 3 months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3

Hillman Cars Wanted

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S

ROWLAND SMITH'S, the Hillman buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

R

ROOTES, Ltd.

DISTRIBUTORS.

REQUIRE modern low-mileage Hillman cars.

BIRMINGHAM.—Low Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3232.)

ROCHESTER.—(Chatham 2251.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0108

I NEED post-war Hillman immediately.—30, Ryecroft Rd., S.W.16. Tulse Hill 2768 (day). [0739

ALMOST new Hillman required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0858

CASH immediately for good Hillman.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [5220

POST-WAR Hillman cars wanted immediately, mileage under 10,000 and must be in perfect condition; offers to:—

MARBLE ARCH MOTOR SUPPLIES, Ltd., Lower High St., Watford, Herts. Tel. Watford 4491. [4589

CASH buyers of now mileage Hillman Minxes, distance no object.—Hatton's, Lord St., Southport. Tel. 2268. [0792

ALBONS, of Barking, purchase for cash post-war Hillman cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0438

BIRMINGHAM and Midlands.—Low-mileage Hillman modern cars required by George Heath, Ltd., 180, 184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0088

RAYMOND WAY, the hire-purchase specialists, are still buying Hillmans, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0862

NOTTINGHAMSHIRE distributors, Humber, Hillman, always prepared to purchase first-class condition recent models, Hillman saloon and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 46381. [0552

Hillman Spares and Service

NORMAND, Ltd.,

THE best service only, highly skilled mechanics with efficient supervision

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3085. [0224

Hillman Spares and Service

LONDON & COUNTIES MOTOR MART, Ltd.

HILLMAN repair specialist (30 years), well-equipped works, servicing, reboring and complete overhauls, spare parts stocked.— 79-91, Kings Rd., Fulham, S.W.6. Renown 1185. [0676

CARRIS MOTORS for Hillman spares and service.—Lewisham Bridge, S.E.13. Lee Green 0254. [0720

FOR Hillman 1936-46 mudguards, running-boards.—Brooks, 5 and 6, Frederick Place, Brighton. Brighton 21147. [0387

Hispano-Suiza Spares and Service

HISPANO spares and all repairs.—O. Briand, 47, Tamworth Rd., Croydon. Cro. 1742. [8017

HOTCHKISS

HAROLD RADFORD & Co., Ltd.

SOLE concessionaires.

SALES and service.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642. [2040

H. M. BENTLEY & PARTNERS, Ltd.

1939 3½-litre Hotchkiss Monte Carlo, foursome cabriolet, black with red leather interior, as new; £1,225.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [5598

CHIPSTEAD MOTORS, Ltd., offer:—

PARIS-NICE sports saloon, late 1939, gunmetal with blue leather, radio, heaters, passlamps, stoneguards, foglamps, twin horns, special wheel discs, etc., etc., car in new condition and literally indistinguishable from 1950 model.

HOTCHKISS grand sports foursome drop head coupe, late 1938, terrific performance, immaculate condition throughout.

PARIS-NICE special Lancefield 2-door saloon, late property of film star, 1936 model, maroon with beige leather, two owners.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [5048

PARIS/NICE Hotchkiss saloon, 1939 series, spotless throughout, blue.

WADCOL MOTORS, 150-6, West End Lane, N.W.6. Hampstead 1177. [4731

Hotchkiss Cars Wanted

CHIPSTEAD MOTORS, Ltd., Onslow Garage, 197, Fulham Rd., Kensington, S.W.3, are keen buyers of late models. Flaxman 0052. [1042

Hotchkiss Spares and Service

HOTCHKISS spares and service.—Harold Radford & Co., Ltd., sole concessionaires for Great Britain and Northern Ireland. Spare parts and service for Hotchkiss cars available at Melton Court, South Kensington. Tel. Kensington 6642 (5 lines). [0515

H.R.G.

HAROLD RADFORD & Co., Ltd.,

SOLE distributors for London and Home Counties offer:—

NEW and unused H.R.G. cars available for immediate delivery.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [6357

H.R.G. Spares and Service

CHARLES FOLLETT, Ltd., have a large stock of spares.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5956-7-8. [0594

HUDSON

DICKS.

1939 Hudson 22 drop head foursome coupe, full de luxe model; £495.—Below.

1938 Hudson 22 full de luxe model; £475.—Below.

1938 Hudson 22 saloon, recent engine overhaul; £450.—Below.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6883-9. [3575

1937 16hp Hudson Terraplane limousine, seven seats, excellent hire car, one owner; £375.

GEE CARS, Ltd., 60-62, Queenstown Rd., London, S.W.8. Mac. 5565. [7022

1938 Hudson 22hp recond. eng., trans., etc.; completely reupholstered; b'wk. and cellulose in exc. condition; £340.—Shoreditch 6905 (9-6). [5353

£195—1936 Hudson 17 2-door saloon, very good mechanical order, five nearly new tyres, clean coachwork, taxed.—Brookside Motors, 102, High St., Uxbridge. Tel. 184, 10 a.m.-7 p.m. [4384

Hudson Cars Wanted

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SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists urgently require all models Hudson. Wembley 8691/2. [0961

DICKS.

THE Hudson specialists.

URGENTLY want good Hudsons.—Dicks Car Sales, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [1285

SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists.

URGENTLY require all models Hudson. Tel. Wembley 8691/2. [0465

Hudson Spares and Service

SPIKINS (TWICKENHAM), Ltd., the Hudson distributors, for Hudson reconditioned engines; spares and service; quote chassis number.—83-101, Heath Rd., Twickenham. Tel. Popesgrove 1035-6-7. Telegrams: Sutkins, Twickenham. [0568

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HUMBER

CAR MART, Ltd.

1950 Humber Hawk saloon, radio, heater, 15,000 miles, £1,395.

1949 Humber Hawk saloon, heater, 5,000 miles, £1,495.

1949 Humber Super Snipe saloon, 14,000 miles, £1,495.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. [5503

NEWNHAMS, Ltd.

1950 Humber Imperial 7-seater saloon, green with brown, radio, 4,500 miles, £2,195.

1949 (Oct.) Humber Hawk saloon, bronze with red upholstery, low mileage, exceptional condition.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [5022

CARR BROS., offer:—

HUMBER 1936 and 1937 Pullman limousines, good working order, face forward occasionals, division; the ideal hire car, price from £350, £500, choice of four.

CARR BROS. GARAGES, Ltd., Purley, Surrey. Upl. 4812. [5214

CYRIL SHEPPARD, offers:—

1950 Humber Hawk, black, brown leather, 10,000 miles, unblemished, guaranteed; part exchanges, hire purchase and insurances arranged.—102, Kings Rd., Reading. Tel. Reading 2712. [5552

TOM GARNER, Ltd., offer:—

1950 Humber Hawk Mark III saloon, satin bronze, with red upholstery, radio, heater and loose covers, 6,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [4835

BROOKLANDS for individuality.

1949 Humber Super Snipe, metallic green, as new.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8351-6. [5057

H. A. SAUNDERS, Ltd., offer:—

1949 Humber Hawk saloon, green with brown leather interior, radio, heater, rimbellishers, etc., 7,000 miles, £1,545.

H. A. SAUNDERS, Ltd., 836-842, High Rd., N.12. Hillside 0024. [4822

WARWICK WRIGHT, Ltd., offer:—

1950 Humber Imperial 27hp saloon, black, beige leather, 12,000 miles.

1950 Humber Super Snipe 27hp saloon, steel grey, grey leather, radio and heater, 9,000 miles.

1949 Humber Super Snipe 27hp saloon, black, brown leather, radio and heater, 10,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [4646

GUY SALMON AUTOMOBILES, Ltd., offer:—

1948 Humber Super Snipe, immaculate condition, £1,175, also 1947 model.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [5251

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1950 Humber Hawk, black and brown, radio, 14,000 miles, £1,650.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [5485

PHENIX MOTOR Co. (SURREY), Ltd., offer:—

1950 (July) Humber Imperial saloon, black, brown leather upholstery, low mileage, this car has been most carefully used by one private owner and is in showroom condition in every respect, £1,995.

PHENIX MOTOR Co. (SURREY), Ltd., Phenix House, High St., Sutton, Surrey. Vigilant 1121. [5670

ACE SERVICE STATION (LONDON), Ltd., offer:—

HUMBER Hawk 1947, black, brown leather and cloth, immaculate condition, £925.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [5262

GORDON CARS (LONDON), Ltd., 1950 Humber Super Snipe touring lim., black.—Below.

GORDON CARS (LONDON), Ltd., 1950 Humber Super Snipe saloon, green.—Below.

GORDON CARS (LONDON), Ltd., 1950 Humber Hawk saloon, bronze.—Below.

GORDON CARS (LONDON), Ltd., 1949 Humber Super Snipe saloon, black.—Below.

GORDON CARS (LONDON), Ltd., 1949 Humber Hawk saloon.—Below.

GORDON HOUSE, 573, Euston Rd., London, N.W.1. Euston 6711. [5337

1947 Humber Super Snipe with fitted seat covers, heater, radio, new engine, £950.

BRYCE MOTORS, Birmingham Rd., Stratford-on-Avon. Tel. 2700. [4766

1949 Humber Super Snipe saloon, nominal mileage, one owner, terms, exchanges, £1,595.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [5074

1950 (Aug.) Humber Hawk saloon, black, 5,000 miles.—Ernest Sutton. Tel. Rogate 4 (trade only). [5452

1948 Humber Hawk saloon, colour black, one owner, excellent condition throughout, £1,190.

W. J. BROWN, Ltd., Ford Main Dealers, 339, Finchley Rd., N.W.3. Hampstead 4414. Adjacent Finchley Rd. Stations. [4038

1950 Humber Hawk saloon, green, with brown leather upholstery, in very good condition, £1,495.

TRIANGLE MOTOR Co., Ltd., Anlaby Rd., Hull. Tel. 15660. [5067

1950 Humber Hawk saloon, 9,000 miles.—Autowork, Ltd., Winchester. Tel. Winchester 4854-5406. [4818

1947 Humber Hawk saloon, black and fawn upholstery, fitted radio, small mileage, in exceptional condition, £975.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [7506

HUMBER

HUMBER 21hp saloon, black, in exceptionally good condition, £750.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [2565

1949 Humber Super Snipe, moderate mileage, £1,350.—Sidney Marcus, Ltd., 55, Sloane St., S.W.1. Tel. Sloane 3557/6970. [5009

HUMBER Hawk, 1948, genuine 19,000, private owner, heater, tailored covers, new tyres, immaculate condition; £1,150 or near.—Box 5944. [4879

1950 Humber Super Snipe saloon, 11,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [5119

GOLDERS Green: H.A. Saunders, Ltd.—1950 Humber Hawk saloon, green, brown hide, 12,000 miles, £1,525.—144, Golders Green Rd. Spe. 0011. [5186

4000 miles.—1949 Humber Hawk saloon, radio and heater.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [5120

1950 Humber Hawk saloon, latest 16hp model, 3,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [5121

HUMBER Super Snipe, January, 1950, black saloon, one driver, well maintained, seen London.—Blackburn, 10, Grays Inn Rd., W.C.1. Hol. 5581. Offers. [5715

1950 Humber Super Snipe drop head coupe, Tickford body, many extras.—Eagle Aviation, Ltd., 29, Clarges St., London, W.1. Te. Grosvenor 6411. [4692

1947 (June) Humber Hawk saloon, radio, heater, etc., low mileage, lovely condition, £995.—Bertram Cowen, Hermitage Lane, Streatham. Pollards 2100. [4912

HUMBER Super Snipe, 1950, steel grey, grey leather, perfect condition, 16,000 miles, radio heater, loose covers, £1,775.—Scott, Pitcairn, Linkside Ave., Oxford. Tel. 58549. [5142

HUMBER Hawk, 1948, 20,000, heater, etc., 4 new tyres, condition like new, any test, must sell; best offer above £1,100.—Michael, 130, Sandgate Rd., Folkestone 3626. [4206

1948 (July) Humber Hawk saloon, silver gunmetal, immaculate throughout, bargain; £1,025.—Wemsley Court Motors, High Rd., Wemsley, Arnold 5221-2. [1331

£495.—1936 27hp Humber Pullman 7-seater, in exceptional condition.—Le Grice Elers, Ltd., 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [5621

1950 (August) Imperial saloon, 7,000 miles, black, beige upholstery, perfect and as new in every way.—Beardmore Service, 26, Queensway, Bayswater, W.2. Bayswater 0136. [3592

395 gns.—Humber Super Snipe (April, 1949) 27hp de luxe 4-door saloon, black, sliding head, fawn leather, very good condition; terms, exchanges.—Rowland Smith, below.

595 gns.—Humber Pullman (August, 1937) 27hp 7-seater double-enclosed limousine, black, leather upholstery, winding partition, face-forward occasionals, wheel discs, unworn heavy duty tyres, carefully used, exceptional condition, terms, exchanges.—Rowland Smith, below.

445 gns.—Humber Pullman 1936 27hp 7-seater double-enclosed limousine, black, front leather, rear cloth, winding partition, face-forward occasionals, carefully used, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5575

1950 Humber limousine, black, radio, heater, chauffeur's seat, four kept, 20,000 miles, £1,895.—Clayton's Cars (London), Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5238 (5 lines). [4964

1950 (May) Humber Hawk sal., one private owner, green, as new, 11,000 miles, radio, heater, incl.: £1,575.—Tickford, Ltd., 6, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [4810

SUPER Snipe sports 4-light 4-door saloon, reg. 1947, £10 tax, roomy 6-str., with large rear trunk, new tyres, spotless condition, unrepeatable offer; £425.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4725. [5635

1947 Humber Super Snipe 27hp saloon, immaculate condition, 16,000 genuine miles; £995.—Jack Stone & Son, 221, Upper Richmond Rd., Putney. Tel. day and night, Putney 1054-5, 2276-7. [5504

£795.—Humber Super Snipe saloon de luxe, 1946, grey with grey leather interior; outstanding mechanical condition; very good tyres and fully covered by our comprehensive three months' guarantee.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for our post-free catalogue, hire purchase; part exchanges; free delivery; showrooms open till 8 p.m. from Monday to Saturday. [5415

1950 Humber Hawk, black, beige leather interior, 5,000 miles only, as new; part exchanges; deferred terms; written guarantee.—Chain Garages, Hanger Lane, Western Ave., Ealing, W.5. Per. 4404-5. [5285

1947 Humber Pullman limousine, partition, forward seats, 7-seater, black leather and cloth upholstery, indistinguishable from new, one owner, has been used for private use only; £1,175.—Haskins, Ledbroke 1155. [4960

1951 model Mark IV Humber Hawk, reg. 15/9/50, black, brown leather, heater, taxed, guaranteed genuine mileage 4,685, carefully run in by owner; as new; £1,650.—Cumberbatch, Highfields, Clayton Rd., Newcastle, Staffs. Tel. Newcastle 67091. [5160

1949 model Humber Super Snipe saloon, in grey, immaculate condition inside and out, this car was owned by Messrs. Humber, Ltd., and has 1950 improvements fitted; accept £1,595.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [5448

£725.—Magnificent Humber Imperial special bedied sports saloon, vehicle has similar razor-edged body to Rolls-Royce, literally brand new exterior, luxuriously equipped interior with heater and radio; this vehicle would pass for £1,500 motor car, and is absurdly reasonable at this price; choice 60 others, 3 months' guarantee, hire purchase, exchanges.

LAMBS, of Wood Green, Finchley Showrooms, 421, High Rd., Finchley. Fin. 6221. [4656

HUMBER

LIMOUSINES 1946/47/1948, partition, widest occasionals, black, exceptional carriages, carefully maintained, certified mechanically, reasonable cost. Been:—

ALPE & SAUNDERS (100 Limousines; lists posted), Providence Court, Grosvenor Square. Mayfair 2941. [4980

Humber Cars Wanted

ROOTES, Ltd.,

DISTRIBUTORS.

REQUIRE modern low-mileage Humber cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 5252.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106

ROWLAND SMITH'S, the Humber buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

I NEED post-war Humber immediately.—Fortune, 33, Cambridge Rd., Wanstead, E.11. [0750

CASH buyers of low mileage Humber Hawks, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0795

BRITISH & COLONIAL MOTORS, Ltd., require good Humber cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [5097

BIRMINGHAM and Midlands.—Low mileage Humber modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0086

CRIPPS, of Nottingham, urgently require all types of Humber cars, recent models, send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 46381. [0555

Humber Spares and Service

NORTH and Central London.

CATTERMOLES (GARAGES), Ltd., for Humber spares, sales and service.—78-79, Pentonville Rd., N.1. Terminus 1001-7. [0363

DE NORMANVILLE gearboxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0786

THE Humber Specialists for all spares.—Ring Uplands 3637. See advt. under Parts & Accessories.

INVICTA

ACLAND & TABOR, Ltd., Welwyn 481, offer with three months' guarantee:—

1948 Invicta Black Prince, drop head foursome coupe, cream and brown, speedometer 15,000 miles, cost over £5,000 new, exceptional order; £1,595. [4972

BLACK Prince model Invicta 4-door saloon, very low mileage, immaculate inside and out, cost approximately £5,000; open to R.A.C. examination; accept £1,575.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [6677

1949 Invicta Black Prince foursome drop head coupe in cream and chocolate, with brown leather interior, mileage under 8,000, in perfect order, 25 miles per gallon, cost nearly £4,000; price, £1,700; terms, exchanges.—Ross Motors, Ltd., Regent St., Hinckley. Tel. Hinckley 858. Leicestersh.re. [4056

JAGUAR

HENLYS, Ltd.,

ENGLAND'S Largest Jaguar Distributors.

SELECTION of all models at attractive prices.

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HOUNSLOW (Hounslow 3454).

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HENLYS, Ltd., England's Leading Motor Agents. [0027

SLOCOMBES, Ltd.,

OFFER choice of 2 Mk. V 3½-litre Jaguars, low mileage, part exchange and hire purchase welcomed.

SLOCOMBES, Ltd., 36-52, Dudden Hill Lane, N.W.10. Willesden 4869. [5601

OVERSEAS CARS, Ltd.

1948 2½-litre Jaguar saloon, grey/red leather, radio and heater; £1,345.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [4017

C. G. NORMAN & Co.

1948 Jaguar 3½-litre saloon, black, £1,275, low mileage and guaranteed for six months.

46—52, Vauxhall Bridge Rd., S.W.1. Victoria 2211 (20 lines). [4805

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

RUSSELL MOTORS offer:—

1949 1½-litre Jaguar special equipment saloon, one owner, exceptional condition.

THE above car subject to any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [9056

TOM GARNER, Ltd., offer:—

1949 Jaguar 3½-litre saloon, black with brown leather, 15,000 miles.

1950 Jaguar 3½-litre Mark V saloon, lavender grey with beige leather, 7,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [4856

CHARLES POLLETT, Ltd., offer:—

1950 Jaguar Mk. V saloon, black, beige leather, one owner, radio, 16,000 miles, excellent condition throughout; £2,195.

18, Berkeley St., W.1. May. 6266.

SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5036-8. [5364

BROOKLANDS for individuality.

1949 Jaguar 3½-litre saloon, suede green, speedometer reading 9,928.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8551-6. [5058

D. J. SHEPHERD & Co. (ENFIELD), Ltd.

1950 3½-litre Mark V Jaguar, colour grey, blue leather interior, small mileage, showroom condition. £2,175.—D. J. Shepherd & Co. (Enfield), Ltd., 435, Hertford Rd., Enfield. Howard 1651. [5061

GUY SALMON AUTOMOBILES, Ltd., offer:—

1948 Jaguar 3½-litre drop head coupe, low mileage; a must superb example; £1,550.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [5250

ACLAND & TABOR, Ltd., Welwyn 481, offer with three months' guarantee:—

1938 Jaguar 3½-litre saloon, black, complete overhaul last year, recently reculloised, immaculate condition; £550.

ALSO 1936 drop head foursome coupe, superb order; £495. [4975

S. MORRIS & Co., 23-31, Edgware Rd., London, W.2. Tel. Pad. 5075-6 offer:—

1946 Jaguar 3½-litre saloon, special equipment model, fitted with wheel discs, engine recently reconditioned, excellent appearance and condition; £925. [5135

GORDON CARS (LONDON), Ltd.—1950 Jaguar 3½-litre Mk. V saloon, black.—Below.

GORDON CARS (LONDON), Ltd.—1950 Jaguar 3½-litre Mk. V saloon, black.—Below.

GORDON CARS (LONDON), Ltd.—1949 Jaguar 3½-litre Mk. V saloon brown.—Below.

GORDON CARS (LONDON), Ltd.—1948 Jaguar 1½-litre saloon, grey.—Below.

GORDON CARS (LONDON), Ltd.—1947 Jaguar 1½-litre saloon, grey.

GORDON HODGE, 373, Euston Rd., London, N.W.1. Euston 6611. [5345

1939 Jaguar 3½-litre, black, brown leather, radio, excellent performance; £525.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Potter Street 121. [5002

MARK V Jaguar (Oct. 1949); one owner; low mileage; condition as new; offers to—Box 5769. [5768

JAGUAR 3½-litre (1947) saloon, colour black, fitted heater, etc., immaculate condition; £1,195.

MAYFAIR CARMEN Co., Ltd., The Ryde, Edgware Rd., N.W.9. Col. 9082. [5064

BEARTS of Kingston, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 4040.

1948 Jaguar 1½-ltr. sal., green; £1,150.—C. A. Peto, Ltd., 42, North Audley St., W.1. May. 3051. [5457

1947 3½-litre Jaguar saloon, black, red leather upholstery, low mileage, exceptional condition.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [4567

R. P. POWELL MOTORS, Ltd., for Jaguar cars.—East London main agents, 321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0700

TANKARD & SMITH, Ltd. offer: 1938 Jaguar 3½-litre saloon, in excellent condition; £545.—226-232 High Rd., N.15. Stamford Hill 3291. [5390

1950 (March) Jaguar Mark V, as new, mileage 9,000; wanted, new Mark VII.—Write Drew, 20, Lord Avenue, Ilford, Essex. [4720

£465—Spotless 1938 Jaguar 2½ saloon, £110 just spent, metallic champagne cellulose unmarked, perfect engine.—Ambassador 1061. [4939

1947 Jaguar 1½-litre special equipment, privately owned; £950.—J. B. Taneborne, 30, Wilton Row, London, S.W.1. Sloane 4665. [5597

1937 1½-litre Jaguar, excellent running order, reliable, black body, just reculloised, green upholstery; Bristol area.—Box 4000. [5540

JAGUAR S.S.100 1938/9 sports 2-seater, superb condition; £495.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen. Prospect 7520. [5488

1950 (May) Jaguar 3½-litre Mark V saloon, blue, radio, nylon loose covers, 7,300 miles.—Ernest Sutton, Tel. Rogate 4 (trade only). [5435

GOLDERS Green: H. A. Saunders, Ltd.—1949 Jaguar Mk. V saloon, black/brown hide, 11,000 miles; £1,925.—144, Golders Green Rd. Spe. 0011. [5189

1939 Jaguar 3½-litre d/h coupe, very nice condition; £395.—Silverthorne Motors, Ltd., 1,013 Finchley Rd., N.W.11. Meadway 2288. [4260

JAGUAR 3½ Nov. '48 saloon, grey, 18,000 miles, one owner, showroom condition; offers, or would consider part exchange for smaller car.—Box 5990. [5530

JAGUAR

1946 S.S. Jaguar 1½-litre, in showroom condition, reconditioned engine, reculloised summer this year.—Mundesley Garage Co., Mundesley, Norfolk. [4730

1948 (August) Jaguar 3½-litre drop head coupe, excellent condition; £1,285.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [5181

1947 (Dec. '46) Jaguar 1½-litre saloon, green, radio, heater, etc., beautiful condition; £975.—Bertram Cowen, Hermitage Lane, Streatham. Pollards 2100. [4913

1950 Jaguar 3½-litre Mark V, 15,000, wireless, loose covers, perfect condition; £2,300.—Add. 7474, Benks, Casablanca, Bishops Walk, Addington, Surrey. [5465

1939 Jaguar 2½-litre sports saloon in good condition, original black finish, fitted with heater, one owner, any trial; £550.—George Parry, Forden, Welshpool. [5012A

1938 Jaguar 2½-litre saloon grey with grey leather, dem., unbelievably well maintained; £675.—Clarke & Simpson, 75-79, Cadogan Lane, S.W.1. Sloane 4727. [4574

1949 (Sept.) Mark V Jaguar 3½-litre saloon, colour grey, with heater and H.M.V. radio, mileage under 10,000, exchanges or H.P.—Estill, 124, Clifton, York. Tel. 53250 & 53578. [4899

1949 Mk. V Jaguar saloon, 3½-litre, 11,000 miles, as new, black, red leather, seat covers; £2,050.—Beardmore Service, 26, Queensway, Bayswater W.2. Bayswater 0156. [4579

1950 Jaguar Mk. V 3½-litre saloon, black, fitted H.M.V. push-button radio, very low mileage, condition as new throughout; £2,125.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [5624

1950 Mark V Jaguar 2½-litre sports saloon in dove grey, red hide upholstery, radio and heater, small mileage, as new; £2,250.—Seisdon Rd, Garage, 54, Seisdon Rd., South Croydon, Surrey. Cro. 5470. [4115

1950 Jaguar 2½-litre Mark V de luxe saloon, fitted radio, heater, small mileage, as immaculate car; terms and exchanges.—Moreton Garage, 61, Albert Embankment, S.E.11. Reliance 4016. [9151

£365.—1937 Jaguar 2½-litre open sports 4-seater, black, beautiful condition throughout, taxed, good hood and screens, a real performer.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [5675

245 gns.—Jaguar, 1937 model, 2½-litre 4-door saloon, black, sliding head, green leather; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5574

1948 (Nov.) Jaguar 2½-litre drop head coupe, grey, red leather, H.M.V. radio, heater and many extras, faultless throughout; £1,350. Clarke & Simpson, 75-79, Cadogan Lane, S.W.1. Sloane 4727. [4377

JAGUAR 3½-litre, 1948, suede green, chromium disc wheels, heater, air conditioning, defroster, etc., radio, one owner, chauffeur driven, immaculate showroom condition, regularly serviced at Henlys; £1,500.—Sharman, 5, Victoria St., S.W.1. Abbey 5731/2. [4776

1950 Jaguar Mk. V 2½-litre sports saloon, in dove grey with red hide upholstery, small mileage, a most attractive car, unmarked; £2,250; a small post-war car would be considered in part exchange.—James, "Southwinds," Smugglers Way, West Worthing, Sussex. [4884

1950 Jaguar Mark V 2½-litre saloon, gunmetal grey with grey hide interior, radio and heater, mileage (genuine) 12,000, serviced by works, as new, one owner as below; £2,000 or near offer.—H. Brown, 517, Station Rd., Dorridge, Warwickshire. Tel. Knowle 3011. [4759

1938 Jaguar 100 3½-litre sports 2-seater, cream, with red wheels, good tyres, new battery, many extras, fog lamp, aero screen, tonneau cover; this car is absolutely reliable and a terrific performer, opportunity for enthusiast; offers around £575.—Apply to 11, Sidmouth Ave., Newcastle, Staffs. Tel. Stoke-on-Trent 44281. [5164

£625.—For the enthusiast, the 2½-litre Jaguar you are looking for; bodywork literally beautiful and undamaged, interior original and excellent, mechanically just as you would expect; this vehicle is the finest we have had and looks and runs like a 1948 model worth £1,250, also available, 1939 3½ saloon, 1939 1½ saloon and 1937 100 model sports 2-str., choice of 60 other vehicles; 3 months' guarantee hire purchase, exchanges.

LAMBS of WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, Fin. 6221. [4658

Jaguar Cars Wanted

HENLYS, Ltd.

ENGLAND'S Largest Jaguar Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2297.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

GREAT West Road (Ealing 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

MANCHESTER.—1-5, Peter St. (Blackfriars 7845.)

HENLYS, Ltd., England's Leading Motor Agents. [0008

R. ROWLAND SMITH'S, the Jaguar buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

DICKS

THE Jaguar buyers.

DICKS CAR SALES, Ltd., 395-401, High Rd., Kilburn. Maida Vale 6888-9. [1391

COOMBS & SONS (GUILDFORD), Ltd.,

URGENTLY wanted, good condition, post-war Jaguar cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. Guildford 62907. [0242

Jaguar Cars Wanted

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

MAIN dealers, urgently require modern Jaguar cars. Tel. Pal. Grn. 1205/7173.

MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta. 8000, Seven Sisters Rd., Tottenham, N.15.

CASH immediately for good Jaguar.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [5221

CASH buyers of low mileage 1½-litre Jaguars, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0794

BRITISH & COLONIAL MOTORS, Ltd., require good Jaguar cars.—Upper St. Martin's Lane, W.C.2. Tem. 3568. [5099

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Jaguar from 1937 onwards. Wembley 6691-2. [0962

CLARKE & SIMPSON wish to purchase the best post-war examples.—75, 79, Cadogan Lane, Sloane Square, London, S.W.1. Tel. Sloane 4727. [0564

ROSE & YOUNG, Ltd.—Mark V Jaguar urgently required.—65-69, Shernhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464 and 8182. [9441

Jaguar Spares and Service

HENLYS, Ltd.

ENGLAND'S Largest Jaguar Service Station.

GREAT West Rd., Brentford (Ealing 3477).

SPARES and replacement engines for all models.

AND at Manchester, Cheetham Hill Rd. Deansgate 6216-7.

QUICK completion of repairs. [0565

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

FULL stock of spares, Jaguar repairs and maintenance.—Service Station, Green Lanes, N.13. Pal. Grn. 1205/7173. [5242

PEERLESS MOTORS, Ltd., main dealers for Buckinghamshire.—Jaguar spares, replacements units and repairs facilities.—Bath Rd., Slough. Tel. 22394. [0830

R. P. POWELL (MOTORS), Ltd., East London distributors for Jaguar cars, sales, service and spares.—321, Romford Rd., Forest Gate, E.7. Maryland 4818-9.

WEMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley. Arnold 1154-5. [0712

JEEP

JEEP, reconditioned throughout, taxed year, guaranteed, with trailer; £465.—Tel. Caterham 1056.

JEEPS Army standard khaki from £190, leaflets on request.—Grant Motors, 122 The Avenue, N.W.9. [4234

1950 (first reg.) Jeeps, all types, spares.—Davies & Groves, 1-5, Dorset Close, N.W.1. Paddington 8345. [0619

1947 Jeep for sale, excellent condition.—Basle Aviation, Ltd., 29, Clarges St., London, S.W.1. Gro. 6411. [5029

JEEPS.—Britain's leading Jeep specialists, all spares in stock; prompt despatch; rebuilt Jeeps detachable bodies, utilities; 24-hour service.

MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 3013, 0621. [0241

JEEPS, right or l.h.d., range of bodywork, private or commercial.—Wick Autos, 1009, Jeep Firm, Hampton Wick, Kingston-on-Thames (4716). [0520

UNREGISTERED (ex-W.D.) low mileage Jeep, good condition throughout; £275.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [5564

HAVE you seen Melamet's made-to-measure Jeep version? Six months' guarantee, over 20 mpg; optional commercial registration.—100b, Belsize Lane, N.W.3. [0454

£245.—Willys Jeep, reg. 1949, £10 tax, reconditioned engine, a real cracker; choice of open or closed.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [5671

AUTOWORK, Ltd., Winchester, principal Jeep specialists.—Jeeps, trailers, long chassis utilities, spares, exchange units.—Station Hill, Winchester. Tel. Winchester 4834/5405. [4620

265 gns.—Jeep (Willys), registered November 1949, spare wheel, reculloised, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5575

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Jeep spare parts, home and export; all spares stocked; exchange plan engine, gear box, water pump, etc., new hoods, casket sets, brake linings, etc., etc.—351-353, High Rd., Chiswick, London, W.4. Chiswick 1818. [0033

Jeeps Wanted

ROWLAND SMITH'S, the Jeep buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0944

Jeep Spares and Service

100% Jeep firm, all spares by return, or over counter, small or large quantities.—Wick Autos (see under Jeeps). [0566

METAMET for all Jeeps spares, exchange unit service, expert Jeep repairs, to order spares 'phone Hampstead 6231.—100d, Belsize Lane, N.W.3. [0539

AUTOWORK (WINCHESTER), Ltd., principal Jeep stockists, all parts available.—Autowork, Ltd., Station Hill, Winchester. Tel. Winchester 4834/5405. [4621

JOWETT

GORDON CARS (LONDON), Ltd.—1949 Jowett Javelin de luxe saloon, green.

GORDON HOUSE, 373, Euston Rd., London, N.W.1. Euston 6611. [5346

1950 Jowett Javelin de luxe saloon, recorded mileage 12,000, radio, faultless.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [5660

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JOWETT

1949 Javelin 1½-litre saloon, one owner, low mileage, as new, guaranteed; £1,150.
G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [4847

1949 Jowett Javelin de luxe saloon, colour blue, beige leather upholstery, fitted radio.
DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [5659

1949 Jowett Javelin de luxe saloon, beige, red leather upholstery, recorded mileage 14,000, heater.
DENHAM SERVICE STATION, Ltd., Denham Bucks. Tel. Denham 2266. [2260

1949 Jowett Javelin de luxe saloon, black/beige leather, 16,000 miles, factory maintained; £1,195.
1948 Jowett Javelin de luxe saloon, black/red leather, radio, heater, very clean; £1,095.
1948 Jowett Javelin saloon, golden sand, radio, loose covers, fitted for caravan towing, spot lights, rebuilt engine; £1,065.
THESE cars carry a 3 months' guarantee and are open to any inspection.
TRINITY CARS, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [5089

1939 Jowett 10 saloon, 4-door, sun roof, in excellent condition, reconditioned engine fitted recently; £475.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [5651

JOWETT and Javelin main agents, spare and specialised service.—Colliver-Fisher, Ltd., Northwood, Middx. Tel. 777 (4 lines). [2412

1950 (May) Javelin de luxe saloon, turquoise blue, radio and heater, 10,000 miles; £1,295. —Wimbush & Co., Abbey 6896. [5277

1949 Jowett Javelin saloon de luxe, heater, beige, red leather upholstery, 1950 engine, superb condition; offers over £1,000.—Box 5862. [4428

1950 Jowett Javelin de luxe saloon, black, brown leather, heater, 11,000 miles only; £1,250. —Hallen, 251, Chesterton Rd., Cambridge. [5707

1950 Bradford d/luxe utility, beige, lined inside and out, 4 sts., chrome ftgs., gen. 9,000 mls., one owner, cond. as new, gteed.; £650.
GODFREYS, Ltd., 228-234, London Rd., Croydon. Tel. Croydon 3641-2. [5329

JOWETT Javelin, November, 1949, with 1951 engine, radio, heater, loose covers, fog lamp, 18,000 miles, apple green, perfect; £1,125.—Scott, Pitcairn, Linkside Ave., Oxford. Tel. 58549. [5141

COOTER & GREEN, Jowett Main Agents.—Javelin and Bradford spares and repairs, sales and service. —Eden Park Garage, 485, Upper Elmers End Rd., Beckenham, Kent. Tel. Beckenham 2565. [0302

1949 (March) Javelin saloon de luxe, black/beige, very carefully used, new latest engine, not yet run-in, perfect showroom condition, radio, heater, nearly new tyres, spare unused, spotlight; £1,125.—Pollard, Smallacre, Bush Hill, N.21. Laburnum 4455. [3874

1949 (October) Jowett Javelin saloon, suede green, fawn interior, one owner, speedo 9,000 miles, loose covers, heater, etc., a new unit was recently fitted incorporating latest 1951 modifications, unmarked.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [5594

1949 Javelin de luxe, in really superb condition, specially tuned and just completely checked over by works, fitted Scintilla Vertex magneto, radio, heater, black with maroon soft hide upholstery, outstanding in performance and appearance, taxed Dec.; £1,150.—Derrington, 159 & 161, London Rd., Kingston 5621/2. [5315

CLARKE'S OF PIRBRIGHT (near Woking and Guildford), Surrey.—We are main Jowett distributors and have guaranteed reconditioned Jowett cars available, including 1950 de luxe saloons, 1950 standard saloons, 1949 saloons, utilities and vans; 24-hour, day and night service with factory trained mechanics; sales staff available on week-ends; we are also officially appointed retailers and repairers of Rolls-Royce and Bentley cars.—Clarke's of Pirbright, Automobile Engineers, Pirbright, Surrey. Brookwood 201 (3 lines). [0322

Jowett Cars Wanted

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ROWLAND SMITH'S, the Jowett buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0954

DICKS
THE Jowett buyers.
DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [1293

COLLIVER-FISHER, Ltd., will always buy a Javelin. —Northwood Middx. Tel. 777 (4 lines). [0300

DENHAM SERVICE STATION, Ltd., the used Javelin car enthusiasts, wish to purchase immediately:—
1950 de luxe Javelins.
1950 standard Javelins.
1949 de luxe Javelins.
1948 de luxe Javelins.
SEND fullest particulars now to Denham Service Station, Ltd., Oxford Rd., Denham, Bucks. Tel. Denham 2266. [5658

1950 Jowett Javelin saloon required.—Turnbull, Ross House, Station Hill, Winchester. [4824

ALMOST new Jowett required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0852

WIMBUSH & Co. wish to purchase Jowett Javelins and Bradfords.—Abbey House, Victoria St., S.W.1. Abbey 6896. [3510

LOW-MILEAGE Jowett Javelin saloon de luxe.—Harold Radford & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines) 3. [7308

RAYMOND WAY, the hire-purchase specialists, are still buying Jowetts and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0863

Jowett Spares and Service

NEWNHAMS, Ltd.
JAVELIN and Bradford main agents, spares and service specialists.—Newnham House, 235-9, Hammersmith Rd., W.6. Riv. 4646. [0415

SALE, Jowett engine, pre-1950, short.—Harkstead Hall, Suffolk. Tel. Holbrook 235. [5151

MILESTONE'S (SERVICE GARAGE), Ltd., main agents Jowett Javelin, Bradford vans and trucks.
LARGEST stock spares in Southern England, immediate despatch, trade or private.—Tel. Erith 2469, 2629. 308, Erith Rd., Bexleyheath. [0577

COLLIVER-FISHER, Ltd., excel in supporting their Main Agency. Unsurpassed service. Spares and replacement units.
NORTHWOOD, Middx. Tel. 777 (4 lines). [0009

CROYDON.—Godfrey's, Ltd., for full Jowett service and comprehensive range of spares.—228, 234, London Rd., Croydon. Cro. 3641. [0463

BUNTING'S MOTOR EXCHANGE offer unrivalled service of spares and repairs for Jowett Javelin and Bradford.—Bonnersfield Lane, Harrow. Tel. 6225-6. 0073

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710.—The Jowett specialists and main agents; over 28 years' Jowett experience, spares and service. [0759

KINGSTON-ON-THAMES main agents for Jowett Javelin and Bradford vans, spares and service.—G. W. Wilkin, Ltd., 1, Weston Park, and 84, Eden St., Kingston 2241-2. [0879

LAGONDA

CAR MART, Ltd.
1938 Lagonda V.12 4½-litre drop head coupe, 6 months' guarantee; £1,795.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [5296

HAROLD RADFORD & Co., Ltd.
OFFICIALLY appointed Lagonda retailers.
SALES and service at Melton Court, South Kensington, London, S.W.7. Kensington 6652 (5 lines). [0264

BROOKLANDS for Individuality.
LAGONDA distributors; latest models for demonstration.
1950 Lagonda 2.6-litre drop head 4-seater coupe, metallic grey, radio, small mileage.
1939 Lagonda 12-cylinder Rapide coupe, Sanction II engine, black.
BUY or sell your car at
103, New Bond St., London, W.1. Mayfair 8351-6. [5059

CHARLES FOLLETT, Ltd., offer:—
1938 Lagonda 12-cylinder short chassis saloon, gunmetal, green leather, 34,000 miles only, complete overhaul by makers recently, outstanding example; £1,450.
18, Berkeley St., W.1. May. 6266.
SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936-8. [5382

GUY SALMON AUTOMOBILES, Ltd., offer:—
1950 Lagonda 2.6-litre saloon.
1950 Lagonda 2.6-litre coupe.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [5256

4½-litre Lagonda model LG 45, 1937 Le Mans red 4-seater tourer, magnificent car, taxed year.—Tel. Staines 2230. [4778

DAVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years service manager to Lagonda, Ltd.), offer:—
2-litre sports tourer, splendidly maintained by previous enthusiast owner.
1933 16-80 tourer, grey and red, engine overhaul, splendid condition.
1936 (registered 1937) 4½-litre L.G.45 drop head coupe, chassis and coachwork now being reconditioned.
1937 4½-litre Rapide sports tourer, grey and red, very fast and attractive car.
1940 series 4½-litre L.G.6 independent suspension drop head coupe, chassis and coachwork in splendid order.
DAVIES MOTORS, Ltd., 273, London Rd., Staines. Tel. 3457-8-9 or (private) Walton 1562. [0287

JULY 1933 Lagonda 6-cylinder 21hp 3-litre production sports open 4-seater, positively immaculate vintage specimen, full history; £685.—140, Golders Green Rd., London, N.W.11. Spe. 0011. [5185

LAGONDA L.G.45 4½-litre saloon, finished in black with fawn leather interior, the full history of this car is known and it was fitted with a works reconditioned engine, since when it has only done a comparatively small mileage.
FOR full details and appointment to view
ARNOLD G. WILSON, Ltd., 232, Harrogate Rd., Leeds, 7. Tel. 41014/5. [3910

1929 3-litre open Lagonda, Lucas P100s, brand new tyres, others excellent, new tonneau hood, genuine 23mpg, 80mph, oil one pint per 350 miles, owner going overseas wishes quick sale at around £170.—Kennett, 178, Grove End Gdns., N.W.8. [5129

1295 gns.—Lagonda V.12, 1940 (reg. August 1945) medium chassis de luxe 4-door saloon de ville, dark blue, sliding head, blue leather, Ace discs, unworn Dunlop tyres, small mileage, very carefully used, exceptional condition, cost £1,625; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5577

Lagonda Cars Wanted

ROWLAND SMITH'S, the Lagonda buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

Lagonda Spares and Service

LAGONDA owners are advised to contact the manufacturers for service, overhauls and spares for the 4½-litre V.12 models; service engines in stock.
LAGONDA, Ltd., Service Department, Victoria Rd., Feltham, Middlesex. Tel. Feltham 2291. [0908

Lagonda Spares and Service

DAVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years' service manager to Lagonda, Ltd.), for all forms of Lagonda repair and maintenance—no matter what its type we can offer specialised service.
273, London Rd., Staines. Tel. 3457-8 or (private) Walton 1562. We are open on Saturday mornings. [0217

LANCHESTER

STRATSTONE Ltd., Lanchester specialists.
LANCHESTER 10hp saloon (1947), black with green leather, in excellent order throughout; £995.
LANCHESTER 20hp saloon (1938), black with brown leather, one owner, 27,000 miles only; £725.
40, Berkeley St., W.1. (Mayfair 4404.) [4937

1937 Lanchester 10 saloon, blue, preselector gear box, in very good order; £375.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [5650

1939 Lanchester 11hp saloon, excellent condition, moderate mileage, taxed; £540.—Mac. 3937. [5692

225 gns.—1936 Lanchester 108 saloon, good condition.—Autosnips, 5, Balham High Rd., Balham 1509. [5197

1946 Lanchester 10 de luxe, with reconditioned engine, £985; also 1947 similar, immaculate, £1,095.—Reigate 2263. [4955

SPINK (BOURNEMOUTH), Ltd., engaged exclusively in the distribution of Daimler and Lanchester cars; consult us when buying or selling; all spares and every service.
DAIMLER House, Bournemouth. Tel. 5405. [0545

LANCHESTER, 1937, over £200 spent on complete overall of engine and chassis Lanchester works; £315.—"Talbot House," Davyhulme, Manchester. Urmston 2001. [4754

£275.—Lanchester saloon, 10hp, new tyres, coachwork in exceptionally good condition. —Beardmore Service, 26, Queensway, Bayswater, W.2. Bayswater 0136. [4580

WALTER SCOTT, Ltd.—1936 Lanchester 11 de luxe saloon, blue, a genuine carefully used, one-owner car; £345.—39, College Crescent, Hampstead, N.W.3. (Finchley Road Tube). Pri. 5914. [1336

Lanchester Cars Wanted

C
M
THE CAR MART, Ltd., London distributors, wish to purchase Lanchester cars.—150, Park Lane, W.1. Grosvenor 3434. [0965

WANTED privately, good 1938-9 Lanchester 10 2-door saloon/coupe.—218, Redland Rd., Bristol. [5138

ROWLAND SMITH'S, the Lanchester buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH buyers of low-mileage Lanchester 10s, distance no object.—Hattons, Lord St., Southport. Tel. 2268.

LONDON CARS require good used 11/14hp Lanchester saloons, later models preferred; traders also please note.
LONDON CARS, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [4108

Lanchester Spares and Service

ARCOT MOTORS, Ltd.
ARCOT MOTORS, Ltd.—Pre-selector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0237

PRE-SELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0146

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester; specialists for sales and service.—Kidderminster Rd., Croydon 5775. [0689

LANCHESTER and Daimler spares, large stock of spares, gaskets, etc., for most models.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6252/3.

LANCIA

JOHN S. TRUSCOTT, Ltd., for Lancia Aprilia.
ONLY first-class examples are offered.
FULL details of current stock on request.
EXCHANGES; deferred terms.
173, Westbourne Grove, W.11. Bay. 4274. [4618

1937 Lancia Aprilia, mechanical and general condition excellent; £520 for quick sale, bargain. —Box 3991. [5531

1939 Lancia Aprilia saloon, black, with blue leather, taxed, £685.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [5044

1940 Aprilia blue drop head body by Farina, £10 tax, owner received new car, seen by appointment.—Tattersall, 105, Holyfast Rd., Coventry; £665. [4867

AUG., 1937, Aprilia, rebuilt at works March, 1948, cost £690; large engine, late modifications, black with blue leather, well maintained; trial Manchester area; owner now abroad only reason for sale; first £550; good value.—Box 3877. [4694

1938 Lancia Aprilia 4-door pillarless saloon, beautifully recellulosed in a most attractive silver grey with maroon interior, all tyres equal to new, fitted excellent Pye radio, taxed for the year; genuine bargain, £575; terms and exchanges.—Maidstone Eng. Co., Cross St., Pendleton, Salford. Tel. Pen. 3457. [5364

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3.—Lancia Asturia 8-cylinder 1941/2, built to special order, streamlined sports saloon, silver and gun metal, understood to have cost late owner some £3,000, Farina body, works maintained regardless of cost, beautiful condition throughout, registered 1947, £10 tax, chromium wheel discs, etc.—Flaxman 0052/7253/7154. [8373

Lancia Cars Wanted

LANCIA Aprilia wanted, any year.—T. P. Breen, High Rd., N.20. Tel. Hillside 2393. [0543

KEVILL, DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias.—41-42, Hays Mews, Berkeley Sq., W.1. Gros. 2563. [0508

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Lancia Cars Wanted

JOHN S. TRUSCOTT, Ltd., urgently require low mileage, really well-kept Lancias.—173, Westbourne Grove, W.11. Bay. 4274. [4616

LANCIA Aprilia latest models wanted.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0077

Lancia Spares and Service

LANCIA (ENGLAND), Ltd.—English branch and sole representatives of the famous Italian company, all servicing and repair work, reconditioning, etc., carried out by our own staff of specialized mechanics, genuine Lancia factory-made spare parts available and supplied at short notice.—For information regarding general service, reconditioning, technical data, etc., apply Lancia Works, Alperton, Wembley. (Perivale 5656.) [0320

LEA-FRANCIS

BROOKLANDS for Individuality.

1949 Lea-Francis sports 2-seater, metallic blue, small mileage, exceptional.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 6351-6. [5060

CHARLES FOLLETT, Ltd., sole distributors London and Home Counties, offer:—

1948 Lea-Francis 14hp Westland 2-door coupe, black, maroon leather, 17,000 miles only, radio, maintained by our own service station; this very attractive car offered at £1,150.

1950 Lea-Francis 2½-litre sports 2-4-seater, gunmetal, green leather, wind-up windows, one owner, 21,000 miles, works maintained; this rare, fast and practical car offered at £1,675.

1950 Lea-Francis 14hp saloon, i.f.s., maroon, maroon leather, 18,000 miles, serviced and guaranteed; £1,565.

18 Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis Service Station, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936-8. [5361

1946 Lea-Francis sports saloon, black, beige leather upholstery, fitted heater and radio, in excellent condition.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [2263

1950 Lea-Francis 2½-litre special sports 2-seater, export type, total miles 5,800, specially works' tuned engine, teleontrol and many special instruments and spares; offered at list price.—Tel. Grosvenor 6411. Eagle Aviation, Ltd., 29, Clarges St., London, W.1. [4693

Lea-Francis Cars Wanted

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis London Service Station Works and Stores:—

BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. [0595

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6.

CHARLES FOLLETT, Ltd., sole distributors for Home Counties, Bucks and Sussex.

SHOWROOMS: 18, Berkeley St., W.1. May. 6366.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. [0596

LINCOLN

1495 gns.—Lincoln, 1946, 40hp V-Twelve, r.h.d., specially imported American 4-door saloon, black, fawn cloth upholstery, steering column gearchange, electrically operated windows, radio, heater, air conditioning, good tyres, very carefully used, exceptional condition; terms, exchanges; list, open 9-9 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [5576

Lincoln Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., urgently require all models Lincoln from 1937 onwards. Wembley 8691-2. [0669

LLOYD

365 gns.—Lloyd, October 1949, 7hp 2-4-seater Roadster, red, cream wheels, fawn leather, one owner, small mileage, excellent condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [5579

MARMON

MARMON Straight Eight, 1931, converted utility body with collapsible seats, mileage guaranteed only 16,657, new tyres; surplus to requirements; £400.—Sharman, 5, Victoria St., S.W.1. Abbey 5731/2. [4777

MERCEDES

CHIPSTEAD MOTORS, Ltd., the Mercedes specialists, offer.—We have a number of supercharged 540K models on our books, including 2-seater drop heads, foursome drop head coupes, streamlined open 4-seaters, etc., details on application.—197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [4007

MERCEDES-BENZ

MERCEDES-BENZ (GT. BRITAIN), Ltd., offer:—

TYPE 540K 4/5-seater cabriolet, blue with grey leather upholstery, in exceptional condition.

TYPE 500 4/5-seater cabriolet, grey with red leather upholstery, right-hand steering.—Victoria 8714. [5461

1938 Mercedes-Benz 540K d.h. coupe by Offord, one owner, last checked at Mercedes, H.M.V., superb car; exchanges.—Swanmore Garage 1176-1180, Christchurch Rd., Boscombe. Tel. Southbourne 1022. [4851

265 gns.—Mercedes-Benz, 1936 (registered 1937), 2-litre type 200 Continental foursome drop head cabriolet, green, fawn leather, independent suspension, 2 spare wheels, very good condition; taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [5580

Mercedes-Benz Cars Wanted

CHIPSTEAD MOTORS, Ltd.—Service and overhauls carried out by experts.

CHIPSTEAD MOTORS, Ltd., always buy good Mercedes.—Offices, Garage, 197, Fulham Rd., Kensington, S.W.3. Flaxman 0052. [9618

REAR-engined Mercedes-Benz required, cabriolet or saloon, please state year, condition and price to—W. Andrew, 22, Lyndhurst Rd., Peverell, Plymouth. [4880

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Services: Victoria 3144. [7262

MERCURY

1949 model Mercury Eight special 6-seater drop head coupe (convertible), with overdrive and electrically operated hood and window "lifts," all controlled by press-button, a magnificent looking car, immaculate in every detail, all usual post-war American features.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for our post-free catalogue. Hire purchase. Part exchanges. Free delivery. Showrooms open till 8 p.m. from Monday to Saturday. [5422

M.G.

DICKS.

1940 M.G. 2.6-litre saloon, very attractive, highly tuned, £595.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [5845

SLOCOMBES, Ltd.,

OFFER choice of two T.C. low-mileage models; part exchange and hire purchase welcomed.

SLOCOMBES, Ltd., 58-52, Dudden Hill Lane, N.W.10. Willesden 4869. [5602

CAR MART, Ltd.

1948/9 M.G. T.C. 2-seater, 14,000 miles; £825.

1947 M.G. T.C. 2-seater, 14,000 miles; £775.

1946 M.G. T.C. 2-seater, 15,000 miles; £725.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. [5802

OVERSEAS CARS, Ltd.

1947 M.G. T.C. sports, green/beige leather, new hood, £695.

1948 (Nov.) M.G. 1¼-litre saloon, black/brown hide leather, perfect; £1,195.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [4018

H. W. MOTORS, Ltd.

1949 (Nov. '48) T.C., black/red leather, one owner, superb condition throughout; £825.

H. W. MOTORS, Ltd., Walton-on-Thames 763 and 1437. [7767

RIPCO, Ltd., offer:—

1950 M.G. T.D., black with red leather, extras include twin pass lights, wind tone horn, spotlight, etc., mileage under 1,500, spare unused.

1949 M.G. T.C. (Oct.), red, red leather, a one owner car, immaculately maintained throughout its small mileage; another, as above, finished in green.

THE above and many other small mileage used cars are inviting your inspection at Ripco, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952-3-4. [5091

MERCURY for M.G.s.

1940 T.B. M.G. in superb condition throughout, perfect all-weather equipment, zip tonneau cover, excellent tyres, definitely in 1950 condition; £495; also:—

1939 T.A. Tickford 2-seater drop head coupe, spotless, red finish, new hood, perfect tyres, an exceptional car; £495.

1937 T.A. 2-seater, finished in green, perfect hood and screen, excellent tyres, super motor, condition has to be seen to be believed; £425.

TERMS or exchanges with pleasure.

MERCURY MOTORS, 383, Northolt Rd., South Harrow. Byron 2087. [5458

WOODBAIN CARS offer:—

£245—M.G. 8hp P-type Airline coupe, in superb order.

£215—M.G. 8hp Montlhery detuned 2-seater, outside exhausts, etc.

£375—M.G. 10hp T-type sports 2-seater, very sound car.

£120—M.G. 8hp open sports 2-seater, black, exceptionally well-kept little car.

TERMS; many other M.G.s in stock.—Woodbain Cars, The M.G. Specialists, 6 & 10, Eton Garages, Eton Ave., Swiss Cottage, N.W.3. Primrose 9435. [5697

BROOKLANDS for individuality.

1950 M.G. 1¼-litre saloon, metallic green, speedometer reading 4,000.

1950 M.G. 1¼-litre saloon, metallic bronze, speedometer reading 10,000.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 6351-6. [5061

ELITE MOTORS, the M.G. specialists, offer:—

1949 M.G. T.C. sports 2-seater; £835.

1949 M.G. T.C. sports 2-seater; £795.

1948 M.G. T.C. sports 2-seater; £775.

1946 M.G. T.C. sports 2-seater; £675.

1950 (reg.) M.G. T.C. sports 2-seater; £725.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (4 lines). [4538

GUY SALMON AUTOMOBILES, Ltd., offer:—

1949 (Oct.) M.G. 1¼-litre saloon, moderate mileage immaculate condition; £1,225.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [5255

M.G.

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1950 M.G. 1¼ saloon, black and green, 5,000 miles, £1,450.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62807-8-9. [8790

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1949 T.C. M.G., colour black, green leather upholstery, excellent condition; £825.

1949 M.G. T.C. sports, colour black, beige leather upholstery, mileage 6,500, immaculate condition; £895.—D. J. Shepherd & Co. (Enfield), Ltd., Hertford Rd., Enfield. Howard 1631. [6137

GORDON CARS (LONDON), Ltd.—1950 M.G. 1¼-litre saloon, green.—Below.

GORDON CARS (LONDON), Ltd.—1949 M.G. T.C. 2-seater, blue.

GORDON HOUSE, 373, Euston Rd., London, N.W.1. Euston 6611. [5344

M.G. T.C. Nov. '47, 14,000 miles, heater, excellent cond.; £650.—Tel. Leeds 45965. [4870

£375—1937 M.G. 2-litre sports saloon, black, red hide, unrepatable.—Below.

£495—1939 M.G. 2-litre drop head coupe, maroon and royal blue, beautiful condition throughout, taxed.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [3675

1950 (July) M.G. 1¼-litre saloon, black, red, 5,200 miles only, unrepeatable bargain, £1,295.

PETER BANTOCK CAR SALES, 104, High Rd., Chiswick. 2725-5870. [5494

BEARTS, of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348.

1949 T.C. M.G., colour black, green leather upholstery, excellent condition, 10,000 miles, £850.

GR GARAGE, Victoria Rd., Surbiton. [5512

1934 red M.G. 8hp PA type 2-seater; £265.—Halstead, 75, Manchester Rd., Accrington, Lancashire. [5159

1949 (Nov.) M.G. T.C., black, red leather, silver wheels, mileage 3,600, new condition; price £850.—Box 5919. [4757

1949 M.G. T.C., red, 12,000 miles, one owner, perfect throughout; £775 or offer.—Lee Green 1264, or Box 5995. [5538

1949 (Nov.) M.G. T.C., 5,000 miles, red, as new.—Graham Fine, 55, Great Portland St., Langham 2459 or 1694. [4719

1949 (Sept.) M.G. T.C. sports 2-str., immaculate condition; £795.—Brown's Garage, Loughton (Essex) 4119. (Tube). [2059

1949 M.G. 1¼-litre saloon, small mileage as new; £1,250.—85, Milverton Rd., Knowle, Birmingham. Knowle 2573.

1939 1½-litre sports tourer, silver grey, excellent appearance and condition; £320.—31, Pinfold Rd., London, S.W.16. [4602

1948 1¼-litre saloon, duo green, 16,000 miles, £1,050.—Scott, Little Dene, Snowdenham Links Rd., Bramley. Tel. 2003. [5875

1948 1¼-litre saloon, two shades of green, good tyres, taxed year, one owner, 17,000 miles, a very clean specimen; £1,125.

REX NEATE, Shambleburst Lane, Botley, Nr. Southampton. Tel. Botley 132. [9160

1947 M.G. Midget, very nice condition; £695.—Barnes Garage, 515, Finchley Rd., Hampstead, N.W.3. Ham. 2221. Mal. 1627. [6476

1946 M.G. 2-seater, type T.C., most excellent condition, very carefully driven, 45,000 miles, £625.—Sowden, Stonecroft, Ilkley, Yorks. [5174

1949 (July) M.G. TC, black, silver wheels, immaculate condition; £650.—Green, 5, Hydal Drive, Hale Barns, Altrincham, Ches. Ringway 4429. [5140

CASS'S MOTOR MART.—1946 M.G. T.C. 2-seater, black, red hide, numerous extras, 12,000 miles, superb order, guaranteed.—5, Warren St., W.1. Euston 3525. [7600

1950 (March) M.G. T.D. model, black, speedometer reading 7,400 miles; £1,025.—Dale Motors, 715, Abbeydale Rd., Sheffield, Yorkshire. Sheffield 52884. [4864

JARVIS & SONS, Ltd., offer 1949 M.G. model T.C., colour green, 10,000 miles, in spotless condition; £875.—Morris House, Morden Rd., S.W.19. Liberty 4656. [5527

M.G. 2-litre, late 1937, de luxe sun saloon, 5 new tyres, radio and many extras, exceptional condition; £475.—16, Avonmore Rd., W.14. Opposite Olympia. Fulham 3758. [5503

1937 M.G. 2-litre drop head coupe, finished in black with red leather upholstery; £385.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Tel. Rodney 2051. [4020

£265—1935-6 Morris 8 saloon, blue and black, outstanding condition throughout.—The Haverstock Garage, Haverstock Hill, N.W.1. Tel. Gulliver 2422. [5662

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. 1947 T.C. 2-seater, reconditioned engine just fitted, car as new.—Flaxman 0052/7253/7154. [9253

1950 (July) M.G. 1¼ saloon, black, green upholstery, radio, 15,000 miles; £1,250 or near offer.—Woods, 13, Longdon Wood, Keston Park, Kent. Tel. Farnborough 3704. [5350

OPPORTUNITY to acquire first class example 1938 M.G. T.A. 2-seater, completely overhauled, reconditioned, recellulosed British racing green, rechromed, £475.—Pinner 7422. [5153

£230 or by instalments (£115 deposit); 1936 Morris 8 saloon, 3 months' written guarantee.—Stuart Wilton, 253, Finchley Rd., London, N.W.3. Hampstead 5712 and 8532. [5401

1947 M.G. 2-str., one owner, colour maroon, very clean inside and out, £655, several others in stock.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677/8. [9668

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G.

595 gns.—M.G. Midget, Sept. 1946, 11hp T.C. 2-seater, black, green leather, good tyres, carefully used, excellent condition, taxed; terms, exchanges.—Rowland Smith, below.

345 gns.—M.G. Midget 1935 8hp P Airline coupe, black, sliding head, red leather, carefully used, excellent condition, taxed; terms, exchanges.—Rowland Smith, below.

245 gns.—M.G. Midget 1933 model 8hp J.2 sports 2-seater, black, silver wheels, spare tyre unworn, carefully used, very good condition; terms, exchanges.—Rowland Smith, below.

145 gns.—M.G. Midget 1931 8hp sports 2-seater, maroon, carefully used, excellent condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [5592

1950 (August) M.G. 1¼ saloon, in green with green leather, 6,000 miles, as new; £1,300.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [5716

1950 (July) M.G. 1¼-litre saloon, black with green leather upholstery, 8,000 miles only, like new; £1,275.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [5316

ROSE & YOUNG, Ltd., offer 1947 M.G. T.C. 2-seater, immaculate condition, numerous extras; £645.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station). Tulse Hill 6464. [5310

M.G. 12hp Magnette (N), exceptionally good condition body and engine, receipts two years' expenditure on improvements, owner going abroad; £350, or near offer.—Kent, Hatchetts, Basingstoke. Tel. 661. [4864

1950 M.G. 1¼-litre saloon satin bronze, red upholstery, in immaculate condition, as new, speedometer 6,000 miles; for sale by private owner at best offer over £1,250.—H. Ball, 30, Mill St., Bedford. [5690

1947 T.C., one owner, black, beige leather, excellent condition, new hood, Windtone horns, two new tyres; £675 or near offer.—Apply Toomer, "Merrylands," Liddington, Swindon. Tel. Wanborough 236. [4756

£485—M.G. 2-litre saloon, black, 1937, works reconditioned engine 3,500 miles, fitted heater, five new Dunlops, good condition throughout, taxed to Dec.—Judkins & Sharman. Wellingborough 2795. [5715

1947 (November) T.C. two-seater sports, red, very carefully maintained, brakes relined, bonnet, two wings and all wheels resprayed, two wheels respoked, windtones, 28,000 miles; £680.—Bowes, 28, South Side, S.W.4. [4726

1936 P.B. 2-seater M.G. Midget, red, excellent condition new hood and tonneau, aero and side screens, all-weather protection, engine recently overhauled; £360; view by appointment.—Uplands 4074 or Box 4011. [5712

SPECIAL P.A. 2-seater, modified bodywork, engine, steering, chassis completely overhauled, new battery, Girlings, 16in wheels, good tyres, tonneau cover, new hood, finished silver and red; £335 or near; owner selling as new car available.—Burnley Garage, Dollis Hill, N.W.10. [5147

1946 M.G. T.C. 2-str, engine fitted Cromard liners, new pistons, bearings, valves, guides, timing chain, clutch, just run in, mohair hood and tonneau, many extras, taxed year, careful owner who unexpectedly received new car; price £675.—Evergreen Service Station, London Rd., Stanway. Tel. Colchester 2600. [5165

TWO-LITRE M.G. saloon, 1939; owned by engineer since new, thoroughly well maintained during whole life; recently fitted new engine (not reconditioned engine); low mileage; an outstanding car in most excellent condition; good reason for selling; £750, taxed and insured until December.—Hanwell Engineering Co., Ltd., Countess Road, Northampton. [9789

1938 M.G. TA, Marshall supercharger, Laystall crankshaft, triple valve springs, lightened flywheel, H.N.P. plugs, twin petrolifts, aluminium doors, bonnet, cycle mudguards, twin spares, 600×16 rears, oil, water, thermometers, aero windscreen, 80lb oil pressure, 95mph; £425.—Cooper, Grevesham, Leith Park Rd., Gravesend 1964. [5139

1946 (September) T.C., black, mileage under 22,000, mechanical condition and appearance excellent, new nylon hood, full length tonneau cover and perspex side curtains, Clayton heater and electric windscreen demister, twin Mellowtone horns, twin fog lights, wing mirrors and direction indicators, luggage grid, used as a second car and very carefully maintained; £675.—Harpenden 492. [4211

M.G. Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase M.G. cars.—320, Euston Rd., N.W.1. Euston 1212. [0966

R
ROWLAND SMITH'S, the M.G. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0948

SLOCOMBES OF NEASDEN.

SLOCOMBES.—Good clean M.G.s wanted; must be perfect condition.—38-52, Dudden Hill Lane, N.W.10. Willesden 4869. [7643

CASH immediately for good M.G.—H. F. Edwards, 28, Upper High St., Epsom. 9400. [5226

APPROACH us first before disposing of your M.G. car.—Tankard & Smith, Ltd., 226-232, High Rd., N.15. Stamford Hill 3291-2-3. [5610

URGENTLY required, low mileage 1948-50 M.G. 1¼ saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [5722

RAYMOND WAY, the hire-purchase specialists, are still buying M.G.s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0865

ROSE & YOUNG, Ltd.—Wanted, small mileage T.C. or T.D. M.G. urgently.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464 and 8182. [7974

M.G. Cars Wanted

MAYFAIR GARAGES, Ltd.—Particularly good cash buyers of all models M.G.; telephone or write for buyer to call.—Mayfair Garages, Ltd., Balderton Street (opp. Selfridges' clock), Mayfair, W.1. Mayfair 3104-5. [0696

M.G. Spares and Service

U M Ltd.,
THE sole London distributors for M.G. cars.
UNIVERSITY MOTORS, Ltd., 7, Hertford St., Mayfair, W.1. Tel. Grosvenor 4141. [0505

W. JACOBS & SON.
WE specialise in spares and repairs for all models of M.G. cars.
W. JACOBS & SON, Mill Grange, Chigwell Rd., South Woodford, E.18. Wanstead 660. [0486

LARGEST and quickest spares service in the South of England.—Hewens Garages, Ltd., Reading. Tel. 4436. [0208

M.G. spares.—New vertical drives, rockers, valves, road springs, front aprons, rear tanks, J2 crankshafts, chromium plated luggage grids, M type clutch plates, prompt and courteous service; see P. & A column.

DERRINGTON, 159, London Rd., Kingston 5621-2. [6898

M.G. TA engine, complete, may consider dismantling, brake drums, crown wheel and pinion, new radiator, 1949 TC distributor housing, Austin 8 car mat, new; offers considered.—She. 1636. Per. 1483. R. B. Smith. [5727

M.G. engine, axle, gear box, reconditioning, recon. exchange blocks, cranks, rockers, v/drive, dynos., etc., new rocker shafts, bushes, valves, guides, springs, gaskets, wire wheels supplied and repaired, road springs, new and reconditioned.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 3083. [0433

TOULMIN MOTORS specialize in M.G. and M.G. cars only, repairs and complete overhauls all models, reconditioned engines in stock for types P, J, T and L, and N, Magnette; exchange service dynamos, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available; we specialise in racing spares.

WRITE or 'phone Toulmin Motors, The Roundabout, Hanworth, Middlesex. Tel. Molesey 4401. [0349

MORGAN

1938 4-seater, reconditioned motor, good throughout; £380.—37, Fieldside, Ely, Cambs 525. [5689

GEORGE CLARKE (MOTORS), Ltd.—419gns. 1940 10hp Morgan 4/4 2-seater, black, chrome, deposit £147; exchanges.—275, High St., Acton, W.3. Acorn 6543. [5511

1949 (December) Morgan 4-4 sports 2-str. in red, one owner, almost unmarked, speedometer reading 8,000, accept £735.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677/8. [8487

£395.—Morgan 10hp 4/4 super sports 2-str., 1938, deep maroon with interior to match, independent front wheel suspension, close ratio, remote control gear box, twin spares, etc., lovely condition.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue. Nearly 400 cars ready for inspection and purchase. Hire purchase facilities. Part exchanges. Free delivery anywhere in the United Kingdom. Fares refunded to purchasers from any part of the country. Showrooms open till 8 p.m. from Monday to Saturday. [5417

Morgan Cars Wanted

R
ROWLAND SMITH'S, the Morgan buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0949

SLOCOMBES of Neasden.
4-4 Morgan required, coupe or tourer, nice condition preferable, year immaterial.
38-52, Dudden Hill Lane, N.W.10. Willesden 4869. [3838

RAYMOND WAY, the hire-purchase specialists, are still buying Morgans and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0866

Morgan Spares and Service

MORGAN 4/4 official spare parts stockist; service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [0514

MORGANS.—All available spares in stock.—F. H. Douglass, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Ealing 0570. [0788

MORRIS MINOR

CAR MART, Ltd.
1950 Morris Minor tourer, 5,000 miles; £825.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [5503

J. DAVY offers:—
MORRIS MINOR tourer, 1950 model, turquoise/beige hide, spare unused, one owner, 3,500 miles only; £815.
MORRIS MINOR saloon, 1950 model, platinum grey/beige hide, one owner, 4,000 miles only; £885.
YEOMAN'S Row, Brompton Rd., S.W.3. Tel. Kensington 1108. [5041

PHILIP RICKARDS, Ltd., offer:—
1949 Morris Minor tourer, maroon, 15,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [4971

MORRIS MINOR 1949 tourer, excellent condition; £685.—Daytime, Regent 7360, Ext. 28. [5491

TOURER, Oct., 1949, 8,600 miles, extras, immaculate; offers.—12, Northway, Maghull, Lancs. [5380A

1949 Morris Minor tourer, recorded mileage 9,000, maroon, with maroon upholstery.
DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [5661

MINOR 1949½, saloon, beautifully kept, reasonable offer.—275, Chester Rd., Castle Bromwich. [4869

MORRIS MINOR

1950 Morris Minor saloon, colour black, beige leather upholstery, mileage 10,000, many extras, including wireless; 859gns.

RAYMOND WAY OF KILBURN, hire purchase specialist, has 200 good used cars under £400. Maida Vale 6044. [5206

TANKARD & SMITH, Ltd., offer 1949 Morris Minor tourer, one owner only, 8,000 miles, as new; £765.—226-232, High Rd., N.15. Stamford Hill 3291. [5393

JARVIS & SONS, Ltd., offer 1950 Morris Minor saloon, black, low mileage, immaculate condition; £915.—Morris House, Morden Rd., S.W.19. Liberty 4656. [5528

1950 Minor tourer, green, 7,000 miles, exceptional car; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [5270

AVAILABLE to the trade, low-mileage Morris Minor.—Gerry Browne Motors, 55-57, South Edwardes Sq., Kensington, London, W.8. Temporary Telephone No. Western 2269. [0761

ROSE & YOUNG, Ltd., offer 1950 Morris Minor saloon, very low mileage, black; £875.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [5311

Morris Minor Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Morris Minor cars.—320, Euston Rd., N.W.1. Euston 1212. [0716

I NEED post-war Morris Minor immediately.—21, Kirkstall Rd., S.W.2. Tulse Hill 1288 (day). [0745

ALMOST new Morris Minor required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0854

LAWSON PIGOTT MOTORS, Ltd., want modern Morris Minors.—320-2, King St., Hammersmith, W.6. Riverside 4111 and 4061. [5523

MORRIS EIGHT

J. CORYTON, Ltd.
8hp Morris saloon; for details.
139—149, Fulham Rd., S.W.3. Ken. 1410. [8984

CYRIL SHEPPARD offers:—
1948 Morris 8 4-door saloon, black with leather, 15,000 miles, unblemished, guaranteed; part exchanges, hire purchase and insurances arranged.—102, Kings Rd., Reading. Tel. Reading 2712. [5551

1950 Morris 8 tourer, negligible mileage, as brand new.
GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [3395

1939 Morris 8 2-door saloon, reconditioned engine; £420.—Below.
1946 Morris 8 2-door saloon, black, brown, new tyres; £520.—Below.
1947 Morris 8hp de luxe saloon, black, brown leather, engine reconditioned; £620.—Vandervell's (Buyers of Good Used Cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [5082

MORRIS 8 1937 tourer, new hood and tyres, good condition.—Box 3888. [4729

1946 Morris 8 saloon, excellent condition throughout; £535; terms, exchanges.
WITHAMS MOTORS, Ltd., 18, Balham Hill, S.W.12. Battersea 3280-3769. [5478

1938 (Nov., 1937) Morris 8 saloon, black/red, tyres, engine and interior good; £295.
CONTINENTAL CARS, Ltd., Portsmouth Rd., Send, Surrey. Ripley 3178. [5348

1948 Morris 8 4-door saloon, one owner, low mileage, superb condition throughout, guaranteed; £675.
G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [4844

GATEHOUSE offer choice of four Morris 8 saloons; from £225.—Gatehouse Motors, Ltd., Highgate Village, N.6. Mou. 4444. [5046

1947 Morris 8 2-door de luxe saloon, low mileage; £575.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [4362

MORRIS 8 saloon 1937, one owner, low mileage; £295; choice of three; exchanges, finance, etc.—Park 6736 and Aylesbury 164. [5248

GATEHOUSE offer 1939 Morris 8 4-door saloon, one owner; £495.—Gatehouse Motors, Ltd., Highgate Village, N.6. Mou. 4444. [5045

1938 Morris 8 sun saloon; £295.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [4855

1937 Morris 8 de luxe saloon, original condition throughout; £265; 3 months' guarantee, terms and exchanges.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [5207

1947 Morris 8, very good order; £575.—Barnes Garage, 315, Finchley Rd., Hampstead, N.W.3. Ham. 2221. Mai. 1627. [2591

1948 Morris 8 4-door saloon, one owner, taxed year; £635.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [4385

MORRIS 8 tourer 1936 4-seater, genuine 41,000 miles, good engine, new screens and battery, excellent body, one owner; £275.—Buc. 3989. [5181

1947 Morris 8 4-dr. saloon, black, very exceptional condition; £650.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821/2. [5444

BRUTONS, Ltd.—1938 Morris 8 2-door black saloon, new engine, taxed year; £335.—13-14, Osten Mews, Emperor's Gate, S.W.7. Western 1242. [1524

1940 (Feb.) Morris 8 de luxe sunshine roof 2-door saloon, just beautifully recellulosed in black and equal to new in every respect, upholstered in blue leather with carpets to match, a most attractive and economical car, in superb order; £395; terms and exchanges.—Maidstone Eng. Co., Cross St., Pendleton, Salford, 6. Tel. Pen. 3457. [5562

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS EIGHT

£685.—Morris 8 4-door de luxe saloon, genuine 22,000 miles, and beautifully maintained throughout.—Robbins, East Putney. Tel. 4581. [4662

1948 Morris 8 4-door saloon, one owner, moderate mileage, excellent condition. £595.—Dixon's Garage, 134, West Hill, Putney, S.W.15. Putney 0596. [5655

1939 (Feb.) Morris 8 Series E de luxe saloon, black with brown leather, a real specimen car, taxed; £325.—348, King St., Hammersmith. Riv. 2837-8. [5175

TANKARD & SMITH, Ltd., offer 1947 Morris 8 2-door saloon, one owner, 29,000 miles, engine reconditioned; £625.—226-232, High Rd., N.15. Stamford Hill 3231. [5394

£199.—1935-6 Morris 8 de luxe saloon, excellent mechanically, dull paintwork, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [3650

£635.—1947 (Nov.) Morris 8 4-door saloon, black with brown upholstery, excellent condition; terms and exchanges.—G. S. Hall, 302, King St., W.6. Riverside 2981. [5014

1938 model series E Morris 8hp 4-door saloon, low mileage, clean appearance, economical with good performance, taxed to end of year; £365 or near offer.—Liberty 3372. [5500

1936 Morris 8 2-door saloon, black and red, reborred engine, reground shaft, 100% mechanically, bodywork original and very clean, all tyres good, taxed year; £355.

TIMMS MOTORS, Colinette Rd., Upper Richmond Rd., S.W.15. Tel. Putney 3553. [5640

WALTER SCOTT, Ltd.—1938 model Morris 8, 2-seater, blue, excellent condition throughout; £325; exchanges, terms.—89, College Crescent, Hampstead, N.W.3. (Finchley Road Tube.) Pri. 5914. [5088

£259.—1937 Morris 8 saloon, excellent condition, choice of two; also 1938 Morris 8 saloon at £345.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [5035

395gns.—Morris 8, 1939, 4-seater tourer, black, good tyres, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5581

1939 Morris 8 saloon, excellent condition throughout, recently resprayed, 5 good tyres, reconditioned engine last year; £415, terms; exchanges.—Kiddey's Garage, Harberson Rd., S.W.12. Balham 2531. [4965

1939 Morris 8 saloon de luxe, black, brown hide interior, a carefully maintained car in condition equal to 1947, has had a reconditioned engine fitted, has practically new tyres all round, has new seat, spot lamps, reversing lamp, taxed to December, 1951, exceptional; £455.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, S.W.18. Battersea 5573. [5510

A SMALL car which belies its age and is in 1946 condition, in fact the chassis equals most 1946 cars. 8hp series 1 Morris 8 4-door saloon with sliding roof and upholstered in leather, cellulose and chrome almost perfect; this car has been a family pet and is good value at £335; exchanges or terms.

MARBLE ARCH MOTOR SUPPLIES, Ltd., Lower High St., Watford, Herts. Tel. Watford 4491. [4596

Morris Eight Cars Wanted

I REQUIRE post-war Morris 8 urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288 (day). [0747

PRIVATE purchaser requires 1947 Morris 8.—Write Eyden, 221, Bulstrode Ave., Hounslow. [5351

ROWLAND SMITH'S, the Morris 8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH buyers of low-mileage Morris 8s; distance no object.—Hattons, Lord St., Southport. Tel. 2268

4-DOOR Morris 8; limit £500.—Tel. East Grinstead 175. Mrs. Oliver, Hackenden, East Grinstead, Sx. [5691

REQUIRED urgently, post-war Morris 8.—Lyne, Frank & Wagstaff, 3-5, Crouch End Hill, N.8. Mountview 4401. [2639

RAYMOND WAY, the hire-purchase specialists, are still buying Morris 8s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0867

MORRIS TEN

SAUL & SLATTER, Ltd., offer:—

1946 Morris 10hp saloon, black, well maintained; £600.

44 46, Aldermans Hill, N.13. Tel. Pal. Grn. 1205. 7173. [5244

C.M.I. CAR SALES (Pri. 6625), offer:—

1947 Morris 10 4-door saloon, one owner.—Swiss Cottage, Finchley Rd., N.W.3. [4094

315gns.—1937 Morris 10 saloon, splendid condition.—Macaulay 1265. [5490

1947 Morris 10 saloon, colour black, brown leather upholstery, carefully maintained, taxed year; £795.

RAYMOND WAY OF KILBURN, hire purchase specialist, has 200 good used cars under £400.—Maida Vale 6044. [5202

GATEHOUSE offer 1939 Morris 10 saloon; £495.—G. Gatehouse Motors, Ltd., Highgate Village, N.6. Mou. 4444. [5047

1947 Morris 10 sal., 19,000 miles, black/brown.—T. Tickford, Ltd., 6, Upper St. Martin's Lane, W.C.2. Temple Bar 5336. [4805

L. F. DOVE offer 1946 Morris 10, showroom condition, black with brown, one owner; £685.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [3566

13000 miles only.—1947 Morris 10 de luxe saloon.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3566. [5115

1949 Morris 10 saloon, recond. engine; £600.—Smith & Hunter, Ltd., 576, Kensington High St., London, W.14. Tel. Western 2312. [4856

ARCHIE SIMONS & Co.—Morris 10 saloon, black/brown leather, excellent condition throughout; £435.—94, Gt. Portland St., W.1. Lan. 1345. [5076

MORRIS TEN

1948 Morris 10 4-door saloon, exceptionally clean inside and out, sunshine roof; £795.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [5490

1947 Morris 10hp saloon (reg. Dec. '46), black, with brown hide upholstery, excellent condition; £695.—Pantiles Service Garage, London Rd., Guildford 5526. [5449

1948 Morris 10 saloon, black, 12,000, fixed head, recommended, £850; also 1936 Morris 10 saloon, black, leather upholstery, car in superb condition throughout, £325.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [5646

1948 model Morris 10hp saloon, black, brown leather, one careful owner, sold new and regularly serviced by us, quite outstanding condition; £765.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bayswater 4274. [5274

1939 Morris 10 saloon, good appearance and condition, taxed, grey with blue leather upholstery; £379, or £129 deposit, 3 months' written guarantee.—C. & S. Motors, Dudden Hill Lane, Neasden, London, N.W.10. Gladstone 8605. [5315

1948 Morris 10 de luxe saloon, black/brown leather; 16,000 miles, excellent condition throughout, any inspection; 3 months' guarantee; £625.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [5068

Morris Ten Cars Wanted

URGENTLY required, post-war series M Morris 10 saloon.

LYNE, FRANK & WAGSTAFF, Ltd., 3-5, Crouch End Hill, N.8. Mountview 4401. [6801

I NEED post-war Morris 10 urgently.—Fortune, 53, Cambridge Rd., Wanstead, 11. [0746

ROWLAND SMITH'S, the Morris 10 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH buyers of low-mileage Morris 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

LAWSON PIGOTT MOTORS, Ltd., want modern Morris 10.—356, King St., Hammersmith, W.6. Riverside 4111 and 4061. [5524

RAYMOND WAY, the hire-purchase specialists, are still buying Morris 10s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0866

MORRIS TWELVE

1936 Morris 12 saloon, black, excellent condition; £295.—Eagle Aviation, Ltd., 29, Clarges St., London, S.W.1. Gro. 6411. [5028

1937 Morris 12, good mechanical condition, £345.—Barnes Garage, 315, Finchley Rd., Hampstead, N.W.3. Ham. 2221. Mal. 1627 [4534

Morris Twelve Cars Wanted

ROWLAND SMITH'S, the Morris 12 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Morris 12s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0869

MORRIS OXFORD

1949 Morris Oxford, nice condition, reasonable mileage; £1,075, or near.—Reigate 2263. [4954

1949 (late) Morris Oxford saloon, black, beige upholstery, one owner, 15,000 miles, excellent condition.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951); and 12, Chelsea Manor St., S.W.3 (Flaxman 6181). [5027

1949 Morris Oxford saloon, maroon, mileage 12,000, very clean; £1,075.—Cranmore, Tel. 2040 Potters Bar. [4045

1949 Morris Oxford saloon, colour green.—John Whalley, Ltd., London Rd., Bishop's Stortford. Tel. 181-2. [4698

1950 (July) Morris Oxford saloon, maroon, radio, heater, 5,000 miles.—Ernest Sutton, Tel. Rosate 4 (trade only). [5436

1949 Morris Oxford saloon, maroon, one owner, bargain; £1,050.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [2291

GOLDERS GREEN, H. A. Saunders, Ltd.—1950 Morris Oxford saloon, black/brown, 12,000 miles, heater, £1,095.—144, Golders Green Rd. Spe. 0011. [5190

TANKARD & SMITH, Ltd., offer 1949 Morris Oxford saloon, one owner, 12,000 miles, excellent condition; £1,170.—226-232, High Rd., N.15. Stamford Hill 3291. [5395

1949 Morris Oxford, general condition equal to new; £1,050 cash or terms.—Blue Star Garages, Ltd., 364, Kensington High St., W.14. Western 9654. [5549

MORRIS OXFORD s.n., 1949, 10,000m., grey with brown upholstery, radio and heater.—Lamb's, Ltd., Standard House, Southend Rd., Woodford. Wan. 0123 (8 lines). [5184

1950 series Oxford, green, one owner, 10,000 miles; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [5271

1950 (March) Morris Oxford, colour beige, fitted H.M.V. radio, heater, taxed, one owner, absolutely as new throughout; £1,125; exchange considered.—Pal. 7985. Turner, 9, Berkeley Court, Avenue Rd., Southgate, N.14. [5656

Morris Oxford Cars Wanted

C M THE CAR MART, Ltd., wish to purchase Morris Oxford cars.—150, Park Lane, W.1. Grosvenor 3434. [0717

I REQUIRE, post-war Morris Oxford urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288 (days). [0749

ALMOST new Morris Oxford required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488.

MORRIS FOURTEEN

1947 Morris 14 de luxe saloon, excellent condition throughout; £485.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [5471

MORRIS FOURTEEN

FOR sale, 1937 Morris 14hp saloon, A.A. vetted, completely reconditioned, reasonable offer over £350 required.—Pipplebrook Garage, Dorking 3891. [5704

£335.—Rare and beautiful condition Morris 14 de luxe saloon, late property of engineer, immaculately and meticulously maintained, you must see this one, 3 months' guarantee, hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [4654

MORRIS SIXTEEN

1936 Morris 16 saloon, good condition, radio, £225, payments.—Vaughan, 17, Astwood Mews, S.W.7. Pro. 1319. [5701

£365.—Morris 16 de luxe saloon, over £150 spent on this vehicle including reconditioned engine, ideal for caravan work, really beautiful and rare condition; 3 months' guarantee, hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley. Fin. 6221. [4647

MORRIS SIX

CAR MART, Ltd.

1949 Morris Six saloon, heater, 4,000 miles; £1,195.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [5504

J. DAVY offers:—

MORRIS Six, 1950, maroon/maroon hide, radio, loose covers, one owner, 7,000 miles only; £1,275.—Kensington 1108. [5060

1950 Morris Six saloon, 4,000 miles.—Autowork Ltd., Winchester. Tel. Winchester 4451-3406. [4425

GOLDERS GREEN, H. A. Saunders, Ltd.—1949 Morris Six saloon, maroon/beige, 6,544 miles; £1,220.—Below.

1950 Morris Six saloon, maroon/red hide; £1,275.—144, Golders Green Rd. Spe. 0011. [5191

1950 Morris Six saloon, colour green.—John Whalley, Ltd., London Rd., Bishop's Stortford. Tel. 181-2. [4696

1200 miles.—1950 Morris Six saloon.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3566. [5114

1950 Morris Six saloon, grey, just out of covenant, mileage genuine 500; £1,250.—G.C. White, H.Q., 2 T.A.F., B.A.O.R. 29. [4881

1950 saloon, black, H.M.V. radio, heater, loose covers, carefully serviced; £1,275.—Campbell Symonds. Wembley 6882. [5351

1950 Morris Six, green, green leather upholstery, 6,000 miles, H.M.V. radio, heater, spotlight, etc.; £1,250.—Briggs, Larkswood 2708. [5916

ROYS AUTOMOBILES, Ltd., offer: 1950 Morris Six saloon, maroon, 9,000 odd miles, spare unused, £1,095.—127, Parkway, N.W.1. Euston 2700. [5632

1950 Morris Six 8,000 miles; this car is absolutely as new; £1,175, cash or terms.—Blue Star Garages, Ltd., 364, Kensington High St., W.14. Western 9654. [5548

1950 series Morris Six, black, one owner, radio, heater, chauffeur kept; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [5269

MORRIS MISCELLANEOUS

TANKARD & SMITH, Ltd., offer the choice of many Morris 8s, 10s and 12s from their vast stock of over 200 used cars all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4301-3. [0519

Morris Miscellaneous Cars Wanted

R S ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0679

MORRIS wanted.—Smith's, 66, Chalk Farm Rd., N.W.1. Gul. 2767. [0824

POST-WAR Morris cars wanted immediately, mileage under 10,000 and must be in perfect condition; offers to:—

MARBLE ARCH MOTOR SUPPLIES, Ltd., Lower High St., Watford, Herts. Tel. Watford 4491. [4597

MARSTON MOTOR Co. for your Morris.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0998

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Morris retailers, require cars in first-class condition. Mayfair 5242. [0814

CASH buyers of low-mileage Morris Minor, Oxford and Six; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0794

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Morris from 1937 onwards. Wembley 8691/2. [0679

APPROACH us first before disposing of your Morris car.—Tankard & Smith, Ltd., 226-232, High Rd., N.15. Stamford Hill 2291-2-3. [5611

Morris Spares and Service

FOR Morris mudguards, running boards, 1950-46.—Brooks, 5 and 6, Frederick Place, Brighton. Brighton 21147. [0584

Nash Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Nash from 1937 onwards.—Wembley 8691-2. [0963

OLDSMOBILE

JOE THOMPSON (MOTORS), Ltd., offer:—

OLDSMOBILE Rocket 88 ohv engine convertible coupe, 9,000 miles, outstanding for its terrific performance, colour silver-grey, red leather upholstery, hydromatic drive, many extras.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [5030

DISTRIBUTORS (RAWLENCE), Ltd., Sales Service and Spares, Blindley Heath, nr. Lingfield, Surrey. Tel. Lingfield 380-1.

1939 6-cyl. Oldsmobile saloon in exceptional condition; £725.

DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath, nr. Lingfield, Surrey. [0115

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

OLDSMOBILE

£225.—1936 Oldsmobile drop head coupe, very clean condition, absolutely unrepeatable offer.—Bray motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [5677

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garages, Ltd., 2, Lexington St., W.1 (Gerrard 8600). Service Workshops and Spare Parts, 7, Pembridge Villas (nr. Westbourne Grove), W.11 (Bayswater 6626-7). [0576

1948 model Oldsmobile Eight Futuramic super de luxe 6-seater touring saloon, model No. 98, registered Jan., 1950, equipped with latest type hydromatic drive, stylish and elegant looking bodywork, tailored loose seat covers, radio, heater, rimbellishers, and all the usual extras, a one-owner low-mileage car in superb order.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for our post-free catalogue. Hire purchase. Part exchanges. Free delivery. Showrooms open till 8 p.m. from Monday to Saturday. [5423

Oldsmobile Cars Wanted

OLDSMOBILE main dealers

LEX GARAGES, Ltd., are interested to buy recent model Oldsmobile cars.

LEX GARAGES, Ltd., 2, Lexington St., W.1. Gerrard 8600. [0627

BRITISH & COLONIAL MOTORS, Ltd., require good Oldsmobile cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [5107

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Oldsmobile from 1937 onwards. —Wembley 8691-2.

OPEL

£245.—1937 Opel long chassis limousine, excellent runner, 7 passenger, division, etc., a much sought-after car, at give away price.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [5675

1938 model Opel Cadet saloon, £100 overhaul, rebored, crank reground, new clutch, plugs, distributor head, wheel races, battery, recellulosed, reupholstered, rechromed, tyres good; £250.—Byron 3617. [5378

Opel Cars Wanted

ROWLAND SMITH'S, the Opel buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0980

PRIDE & CLARKE, Ltd., the Opel distributors, offer immediate cash payment for all models.—237, Brixton Hill, S.W.2. Tul. 3664. [0036

MAYNER MOTORS, Ltd., Opel distributors, buyers of all models.—1-6, Southampton St., Southampton. Tel. Southampton 3266, 4944. [0631

Opel Spares and Service

PRIDE & CLARKE, Ltd., new brake and clutch linings, valves, springs, piston rings; quotations.—Stockwell Rd., S.W.9. Bri. 6251. [0733

MAYNER MOTORS, Ltd., distributors; Opel spare parts and reconditioned engine service.—Southampton St., Southampton. Tel. Southampton 3266, 4944.

PACKARD

BROOKLANDS for Individuality.

1947 (Dec.) Packard Super 8 Clipper saloon, Brunswick green, heater, radio, small mileage.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351-6. [5062

JOE THOMPSON (MOTORS), Ltd., offer:—

A LATE model Packard 4-door saloon, colour blue, very good, registered April, 1950.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [1034

1947 Packard de luxe Clipper, right-hand drive, radio, etc., beautiful car. Western 6015. [4788

LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex. Ealing 3400.

PACKARD sole concessionaires offer a selection of approved late model Packard cars.

LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex. Ealing 3400. [0282

£395.—8-cyl. Packard 7-seater enclosed drive limousine, in exceptional condition.—Le Grice Elas, Ltd., 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [5618

£850.—1937 model (reg. '47, £10 tax) Packard Super 8 7-seater limousine, leather, division, face forwards, etc., very clean condition, new tyres.—The Haverstock Garage, Haverstock Hill, N.W.1. Tel. Gulliver 2422. [5680

1938 Packard 6-cylinder Tickford head saloon, new outer hood covering just completed, mats and upholstery in beauftiful condition, exterior very good, tyres good, mechanically excellent, this car has been fitted with special towing adjustment suitable for caravans and heavy trailers; £585.

CONTINENTAL CARS, Ltd., Portsmouth Rd., Send, Surrey. Ripley 3178. [5349

A & S LIMOUSINES 1939, partition, widest occasionals, black, selected carriages, certified mechanically, desirable condition, from £925.

ALPE & SAUNDERS (100 Limousines: Lists posted) Providence Court, Grosvenor Square. Mayfair 2941. [4981

Packard Cars Wanted

ROWLAND SMITH'S, the Packard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH immediately for good Packard.—H. F. Edwards. 154, Gt. Titchfield St., W.1. Langham 0012. [5222

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Packard from 1937 onwards. —Wembley 8691-2. [0671

JOE THOMPSON (MOTORS), Ltd., Packard specialists. 97, Fulham Rd. (next door to Michelins), S. Kensington. Kensington 4858. [0902

LEONARD WILLIAMS & Co. (1940), Ltd., Packard sole concessionaires, require 1938-9 Packard cars for reconditioning.—Great West Rd., Brentford, Middlesex. Ealing 3400 [0191

Packard Spares and Service

JOE THOMPSON (MOTORS), Ltd., Packard specialists. 97, Fulham Rd. (next door to Michelins), S. Kensington. Kensington 4858. [0903

Packard Spares and Service

LEONARD WILLIAMS & Co. (1940), Ltd., Packard sole concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400 [0463

PONTIAC

1938 Pontiac saloon, 29hp; £350.—Crown Garage, Albany St. (adj. Barracks), N.W.1. Tel. Euston 6507 and 1520. [2091

1950 Pontiac convertible, power operated hood, hydromatic drive, many extras, 7,000 miles. —British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [5113

1951 Pontiac 8 4-door saloon, radio, heater, 2,000 miles only, believed only car of this type for sale in England.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [8185

£550.—1939 Pontiac drop head foursome coupe, one owner, green, hide interior, steering wheel gear change, spotlamp, radio, rimbellishers, etc., taxed year.—The Haverstock Garage, Haverstock Hill, N.W.1. Tel. Gulliver 2422. [5679

1947 Pontiac Streamliner 6-seater saloon (right-hand drive), a handsome and elegantly modern-looking post-war American car with fully chromed new-look mouth-organ front, immaculately finished in duo grey with interior to match, automatic door lights, whitewall tyres and all the usual extras, outstanding condition.

1948 Pontiac Streamliner saloon, equipped with latest type hydromatic drive, full de luxe 6-seater bodywork with chromed embellisher and chromed gravel-guards, immaculately finished in silver grey with grey broadcloth interior, Inmite loose seat covers, built-in radio, heater and demisting unit, ultra-modern frontal appearance, whitewall tyres, etc., superb order throughout.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for our post-free catalogue of 400 cars. Hire purchase. Part exchanges. Fares refunded in full to purchasers from any part of the country. Free delivery anywhere in the United Kingdom. Showrooms open till 8 p.m. Monday to Saturday. [5421

Pontiac Cars Wanted

BRITISH & COLONIAL MOTORS, Ltd., require good Pontiac cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [5106

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Pontiac from 1937 onwards.—Wembley 8691-2. [0672

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service.

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7752-4.

SOLE distributors Great Britain for Pontiac cars and Pontiac parts. [0517

Porsche Spares and Service

COLBORNE GARAGE, Ltd., Ripley, Surrey, the Volkswagen people, now announce service repairs, etc., for the Porsche.—Tel. Ripley 2361. [0629

RACING CARS

COOPER 1951 500cc racing car, £490; Norton twin camshaft engine, £225, all in good order.

K. E. CARTER, 100, Station Rd., Sidcup. Footscray 4318. [3789

KEN WHARTON offers his March 1951 Mark V Cooper, complete with many spares, and ready to race.—Ken Wharton, Hume St., Smethwick 0615. [4748

COOPERS GARAGE (SURBITON), Ltd., of Surbiton. Tel. Elm. 3346, are the sole concessionnaires for Great Britain of the Cooper 500 and 1,100cc formula racing cars. [0821

LAYSTALL wish to dispose of 1,767cc Formula 2 Cromard Special, new tubular chassis, four-wheel independent suspension, one-piece body, built during 1951, Lea-Francis engine with numerous spares, sets of road wheels, etc.; for sale with entries for Goodwood and Castle Combe.—All enquiries to Raybern Cars, Ltd., Alton Rd., Richmond 0469. [4952

ACLAND & TABOR, Ltd., Welwyn 481, offer for sale their most successful Lester M.G. sports racing car, specially built by Harry Lester, regardless of cost; a really charming road vehicle, standing ¼-mile 17.75 secs, max. speed 105 m.p.h., road-holding, cornering and braking beyond compare, Lancia Augusta chassis, special 1¼-litre M.G. engine and gear box, total mileage of these units under 3,000; full racing history, further details and photographs available to genuine buyer; £950. [4976

RAILTON

A-ONE MOTORS (LONDON), Ltd., offer a second-to-none selection, also all spares.

1935 Fairmile drop head coupe; 1936 Fairmile sportsman drop head coupe.

1937 sports saloon; 1938 Cobham de luxe razor-edge saloon.

1938 Carrington drop head coupe; 1938 Claremont drop head coupe.

1939 family saloon; 1940 Stratton saloon.

ALL in excellent condition; prices from £150 to £750.

26b, Belgrave Rd., S.W.1. Victoria 8285. [0333

MAJOR J. P. S. BARBER, 65, Linden Gardens, W.2. Bayswater 6753. All models up to 1947, 17hp, 21hp 28hp coupe, saloons, tourers. [5467

RAILTON 28hp Fairmile drop head foursome, attractive green Coachcraft body, in very good order, moderate mileage, mechanically sound; may be seen by appointment.—Everall, Sherlowe, Wellington, Salop. [4935

265gns.—Railton 8, November 1935, 29hp foursome drop head coupe, black, red leather, carefully used, excellent condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5584

Railton Cars Wanted

CASH immediately for good Railton.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [5223

THOMPSON & TAYLOR (BROOKLANDS), Ltd., purchase good Railton cars, 1937-39.—Portsmouth Rd., Cobham, Surrey. Cobham 2648. [0650

RENAULT

RENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656.

HAROLD RADFORD & Co., Ltd.

FIRST registered, May, 1946, 26.8 Renault foursome drop head coupe, colour maroon, one owner; speedometer reading 21,865 miles; in excellent condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [4995

WELHAMS RENAULT SALES SERVICE, Surbiton Hill Rd., Surbiton (Elmbridge 1873), offer:—

1939 26hp 6-str. saloon, reconditioned; £350. [0126

1940 Renault 12hp de luxe saloon, exceptional condition, one owner; terms, exchanges; £525.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [5075

1950 (April) Renault 760cc 4-door saloon, 4,000 miles, one owner, perfect; £780.—Rowe, The Hornet, Chichester. Tel. 2471. [4750

Renault Cars Wanted

ROWLAND SMITH'S, the Renault buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873, purchase all models. [0127

URGENTLY wanted for cash, post-war Renault.—Continental Cars, Ltd., Portsmouth Rd., Send, Surrey. Ripley 3178. [0375

RILEY

CAR MART, Ltd.

1950 Riley 1½-litre saloon, 12,000 miles; £1,595. —Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [5293

RIPCO, Ltd., offer:—

1950 Riley 1½-litre saloon, ivory with maroon leather, heater, 6,500 miles only, spare unused, one owner. Also:—

1949 Riley 1½-litre saloon, black, maroon leather, 9,000 miles only, spare unused.

THE above and many other small mileage used cars are inviting your inspection at Ripco, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952-3-4. [5093

TOM GARNER, Ltd., offer:—

1950 Riley 1½-litre saloon, green with beige leather, radio, heater, 4,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [4837

BOON & PORTER, distributors.

1947 2½-litre Riley saloon, black; £1,350; the above has been serviced throughout and passed by us. Riverside 4444.

CASTELNAU, S.W.13 (by Hammersmith Bridge). [4896

BROOKLANDS for Individuality.

1949 Riley 1½-litre saloon, maroon, heater, small mileage.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351-6. [5063

H. A. SAUNDERS, Ltd., offer:—

1950 Riley 2½-litre saloon, maroon and black with beige leather interior, 7,000 miles; £1,945.

H. A. SAUNDERS, Ltd., 836/842, High Rd., N.12. Hillside 0024. [4927

HAROLD RADFORD & Co., Ltd.

1949 (Sept.) 2½-litre Riley saloon, black, with brown leather and cloth upholstery; speedometer reading 16,713 miles; fitted with new tyres; in exceptional condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [3113

R. & F. GRADWELL, Ltd., offer:—

1950 Riley 2½-litre 5-seater drop head convertible, finished in beautiful two-tone bronze, one private owner since new, numerous extras including H.M.V. radio, Delaney heater, tailored seat covers, Marchall headlamps, Ace wheel rimbellishers, Trico-Folberg windscreen washers, wing mirrors, carpet mats, etc., etc., any inspection of this car invited; price £2,150; exchanges welcomed.

RELIANCE GARAGE, Waterloo Rd., Blackpool. Tel. 42458. [5326

GUY SALMON AUTOMOBILES, Ltd., offer:—

1948 Riley 2½-litre saloon, maroon, red leather, 16,000 miles, one owner, an absolutely faultless example; £1,475.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [5253

GORDON CARS (LONDON), Ltd.—1950 Riley 1½-litre saloon, maroon.—Below.

GORDON CARS (LONDON), Ltd.—1949 Riley 1½-litre saloon, ivory.—Below.

GORDON CARS (LONDON), Ltd.—1949 Riley 1½-litre saloon, black.—Below.

GORDON CARS (LONDON), Ltd.—1947 Riley 2½-litre saloon, black.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [5343

SUSSEX specialists for reconditioned Riley cars, repairs, spares.—Lewes Motors, Ltd., Lewes.

BEARTS, of Kingston, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3346.

1947 Riley 1½ saloon, one owner.—Autowork, Ltd., Winchester. Tel. Winchester 4834-3406. [4813

1949 1½-litre, green, green upholstery, good tyres, excellent condition, taxed year, 15,000 miles; £1,425.

1949 (Aug.) 1½-litre, black, brown upholstery, one owner, 8,000 miles, taxed year, an exceptionally clean car; £1,495.

REX NEATE, Shamblehurst Lane, Botley, near Southampton. Tel. Botley 132. [9159

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RILEY

1947 (Nov.) Riley 2½-litre saloon, black, radio; £1,350.—The Lodge Valley Cottage, Churt, Surrey. [9049

1947 Riley 1½-litre saloon, finished in black with red hide upholstery, condition immaculate; £1,090; terms, exchanges.

MASON BROTHERS (MOTOR SHOWROOMS), 151-153, Fitzwilliam St. (off The Moor), Sheffield, 1. Tel. 24687. [4907

1939 Riley 12 drop head coupe, one owner, 33,800 miles only; £575; part exchange finance.—Park 6756 and Aylesbury 164. [5247

£295—Privately owned 1955 Kestrel 9 saloon, black, first-class condition.—Moore, 14, Betchworth Ave., Reading. [5161

1947 Riley 2½-litre saloon, black, excellent specimen; £1,295.—E. D. Abbott, Ltd., Farnham, Surrey. Tel., Farnham 6282. [4942

1949 Riley 1½-litre black saloon, 19,000 miles, one careful owner, very clean; £1,385.—Pheasant Hill Garage Chalfont St. Giles 150. [5093

1948 Riley 2½-litre, bronze, perfect condition, £1,295.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Meadway 2288. [2504

1936 Riley 9 Kestrel special series saloon, guaranteed, £295; payments.—Oldfield, 386, Kensington High St., W.14. Western 6651. [4227

£1145—Riley 2½-litre sports saloon, 1947, cream with red leather, nominal mileage only, fitted radio, twin horns, pass lights, etc.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue. Nearly 400 cars ready for inspection and purchase; hire purchase facilities; part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. from Monday to Saturday. [5416

ROYS AUTOMOBILES, Ltd., offer 1949 Riley 1½ saloon, maroon, 16,000-odd miles, full leather, £1,475.—127, Parkway, N.W.1. Euston 2700. [5628

1950 Series Riley 2½-litre saloon, 17,000 miles, one owner, beautiful condition.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [4786

1950 Riley 1½-litre saloon, black, radio, mileage 6,000; trade enquiries welcomed.—H. C. Paul Ltd., 52, Bruton Place W.1. Mayfair 0821-2. [2268

TANKARD & SMITH, Ltd., offer: 1948 Riley 1½-litre saloon, 14,000 miles, one owner, beautiful condition, £1,550.—226-232, High Rd., N.15. Stamford Hill 5291. [5569

1937 (registered 10.10.37) Merlin 9hp saloon, new gear box, engine completely rebuilt; £365.—Manning, 96, Clifton Hill, N.W.8. Mal. 1992. [4559

£299—1955 Riley Kestrel streamlined saloon, excellent runner, good tyres, taxed.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [5662

RILEY Kestrel Sprite 1½-litre (late '56) saloon, new Wilson gear box, pistons, big ends, good tyres, general condition very fair; £350.—1107, Bristol Rd. South, B'ham. [5371

1946 Riley 1½-litre saloon, black, beautiful condition throughout, radio fitted; £995.—Garage Service Co., Hcop Lane, Golders Green, N.W.11. Speedwell 5406. [5486

1937 (late) Riley 9 Monaco, immaculate condition throughout, true Riley performance, above average; £450, terms.—Temple Cars, 136, Burton Rd., Derby. Tel. 45814. [5498

1950 (August 1st) Riley 1½-litre saloon, black, red leather, mileage 11,000; £1,595.—A.F.N., Ltd., Falcon Works, London Rd., Isleworth, Middlesex. Hounslow 0011. [1764

1935 Riley Kestrel 15-6, in excellent condition, with reconditioned gear box, Motorola radio, Windtone horns, Fram, oil coil, negligible oil consumption; £595.—Bur. 6847. [4154

1937 Riley 1½-litre saloon, Sprite, excellent mechanical condition; highest offer over £350.—Neal-Morris, 19, Windmill Lane, Ashbourne, Derbys. Tel. Ashbourne 300. [5150

£1025—Sept. 1946 Riley 1½-litre, black with green leather upholstery, almost new cond., low mileage; terms and exchanges.—G. S. Hall, 302, King St., W.6. Riverside 2881. [1244

£220—1954 Riley 9 Monaco sports 4-door saloon, excellent condition, choice of two.—G. F. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [5036

RILEY 12hp saloon, 4-cylinder with preselector gear, body in dark grey; been overhauled, recellulosed and rechromed and new headcloth; all in excellent condition and ready for any trial; £375; exchanges or terms.

MARBLE ARCH MOTOR SUPPLIES, Ltd., Lower High St., Watford, Herts. Tel. Watford 4491. [4591

1950 (May) Riley 1½-litre saloon, maroon with beige leather, genuine 5,000 mls., as new; £1,625; 1950 model (reg. Nov., 1949) Riley 2½-litre saloon, black with green leather, 9,000 mls., as new; £1,625.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [5717

545 gns.—Riley 1957, 1½-litre Kestrel Sprite 4-door sports saloon, black, sliding head, red leather, preselector, Scintilla magneto, wheel discs, unworn Dunlop tyres, very carefully used, exceptional condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6081. [5585

1938 Riley 16hp 4-cyl 2½-litre Adelphi saloon, finished in the original and unmarked black with beige upholstery and fawn carpets all of which are in excellent order; this car was actually registered 27.9.38 and one of the last models to be made by this famous company, all aluminium coachbuilt bodywork, three-speed manual gear box with overdrive will cruise at 70 indefinitely; this car was built by enthusiasts for enthusiasts; £350; terms and exchanges.—Maidstone Eng. Co., Cross St., Pendleton, Salford, 6. Tel. Pen. 5857. [5367

Riley Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Riley cars.—150, Park Lane, W.1. Grosvenor 3434. [0969

ROWLAND SMITH'S, the Riley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0885

DICKS

THE Riley buyers.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [1289

CASH immediately for good Riley.—H. F. Edwards, 28, Upper High St., Epsom. 9400. [5227

CASH buyers of low-mileage 1½-litre Rileys; distance no object.—Hattons, Lord St., Southport. Tel. 2266.

BRITISH & COLONIAL MOTORS, Ltd., require good Riley cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [5103

BLAKES Riley distributors, will purchase any nonrovemant Riley cars.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7755

APPROACH us first before disposing of your Riley car.—Tankard & Smith, Ltd., 226-232, High Rd., N.15. Stamford Hill 5291-2-3. [5612

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war, small mileage Riley cars in first-class condition.—May. 3051. [3046

URGENTLY required, 1946-9 1½-2½-litre saloons.—Rex Neate, Riley Specialists, Shamblehurst Lane, Botley, Southampton. Tel. Botley 132. [0060

MOTOURISTS (LONDON), Ltd., are immediate cash buyers of post-war Riley saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [0704

URGENTLY required, low-mileage 1947-50 Riley 1½- or 2-litre saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [5723

ROSE & YOUNG, Ltd.—Wanted, small mileage 1½- or 2½-litre Riley, 1950 model if possible.—64-68, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464 and 8162. [7974A

Riley Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7501. [0258

BOON & PORTER, Ltd.

RILEY distributors.—Spares and specialised service.—Castelnau, Barnes, S.W.13. Riverside 4444. By Hammersmith Bridge. [0147

PRE-SELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931.

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244-5. [0946

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul. 5446. [0092

RILEY distributors for 29 years.—Comprehensive list of spares, quotation and advice invited; send your enquiries for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. [2390

ROLLS-ROYCE

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LTD.

ROLLS-ROYCE specialists 40 years.

1938 30hp Hooper sports saloon.

1936 30hp Young fixed head 2/3-seater coupe.

1935 25hp Gurney Nutting sports saloon.

1934 25hp Thrupp & Maberly drop head coupe.

PADDON BROS., Ltd., 60, Cheval Place, London, S.W.7. Kensington 9477. [5279

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HUDDERSFIELD Road

HALIFAX

GREAT BRITAIN'S leading specialists in Rolls-Royce and Bentley cars.

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ROLLS-ROYCE Wraith 2-door, razor-edged sports saloon by James Young black with natural hide. Ref. H.7002.

ROLLS-ROYCE Phantom II 4-light limousine by Windover, blue with black wings, black leather and grey cloth. Ref. H.5447.

ROLLS-ROYCE 20-25 razor-edged saloon by Freestone and Webb, black with brown leather. Ref. H.7423.

ALL cars carry our unique 6 months' guarantee, unless otherwise stated at time of purchase; please write or phone for details to:—

HOFFMANNS GARAGE, Ltd.,

HUDDERSFIELD Road.

HALIFAX, Yorkshire.

TEL. Halifax 5944. [4910

ACLAND & TABOR, Ltd., Welwyn 481, offer with three months' guarantee:—

1936 Rolls-Royce 20/25 Windover touring limousine, moderate mileage, good history, unmarked and in immaculate order throughout; £1,550. [4974

ROLLS-ROYCE

CM

CAR MART, Ltd.

1949 Rolls-Royce Silver Wraith foursome drop head coupe by Gurney Nutting, 13,000 miles, £5,750.

1948-9 Rolls-Royce Silver Wraith razor edge sports saloon by Freestone & Webb, 12,000 miles, £5,950.

1938 Rolls-Royce 25/30hp 7-seater limousine by Thrupp & Maberly, 6 months' guarantee, £2,950.

1937 Rolls-Royce 25/30hp limousine by H. J. Mulliner, 6 months' guarantee; £1,695.

CAR MART, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [5294

FOX.

OFFICIALLY appointed Rolls-Royce and Bentley retailers; special retailers of H. J. Mulliner coachwork, have a special display of Rolls-Royce and Bentley cars for immediate delivery.

H. A. FOX, & Co., Ltd., 3/5, Burlington Gardens, Off Bond St., London, W.1. Tel. Regent 7697.

FOX. [4951

RIPPON.

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RIPPON BROS., Ltd.,

NORTHERN Rolls-Royce Specialists since 1909.

1938 touring saloon by Rippon, black with Air Force blue leather upholstery, good condition.

1936 25hp Rolls-Royce saloon by Park Ward black with beige leather upholstery.

1936 (Nov.) 30hp touring limousine by Rippon.

1934 26hp 4-door sports saloon by Hooper.

YOU can buy with confidence from the largest distributors.

RIPPON BROS., Ltd., Huddersfield 6540 (5 lines). Also at Bradford, Leeds and Sheffield. [0905

FRANK DALE offers:—

ROLLS-ROYCE 25hp Hooper owner-driver saloon, June, 1935, GPG series, unused since complete chassis and body overhaul, new condition; £1,475.

ROLL-ROYCE P.II limousine de ville, 7 seats, 5K series, 1935, run 20,000 miles since £700 overhaul.—66, Princes Gate Mews, Exhibition Rd., S.W.7. Ken. 6860. [0050

PARK WARD & Co., Ltd.,

OFFICIAL Rolls-Royce retailers.

OFFER slightly used Silver Wraith cars, details on application. [0791

PARK WARD & Co., Ltd., 473, High Rd., Willesden, London, N.W.10. Tel. Willesden 0015. [0041

R. C. MORTLAKE offers:—

SWEPT tail limousine, 25hp Rolls-Royce, 1935, fastidiously maintained at Rolls by surgeon, black, large face forward seats; £1,595.

1934 25hp Rolls-Royce Hooper saloon with division, one titled owner; £995.—R. C. Mortlake, 253, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30 Arnold 4604. [3354

JACK OLDING OF MAYFAIR

OFFICIAL Rolls-Royce and Bentley

RETAILERS

OFFER:

1949 Rolls-Royce Silver Wraith touring saloon div. by Hooper, silver grey with beige lthr.

1939 Rolls-Royce Wraith with div. by Young of Bromley, first reg. 1944, dark blue with blue lthr.

1938 Rolls-Royce Phantom III owner-driver saloon with div. by Barker, black with beige lthr.

1938 Rolls-Royce Phantom III enc. drive limousine-de-ville, by A. Mulliner, black with black lthr. and fawn cloth.

1937 Rolls-Royce Phantom III enc. drive limousine by Park Ward, black with black lthr. and fawn cloth.

1934 Rolls-Royce 20/25hp foursome drop head coupe by Thrupp & Maberly, black with beige leather.

DELIVERY of new and used cars quoted on application.

AUDLEY House,

NORTH AUDLEY St., W.1.

MAYFAIR 5242. [4795

HAROLD RADFORD & Co., Ltd.

1937 (Feb.) Rolls-Royce Phantom III owner-driver saloon by Hooper, sunshine roof, speedometer reading 30,000 miles.

1937 (March) Rolls-Royce Phantom III sports saloon with division by Thrupp and Maberly, colour black with leather upholstery at front and cloth and leather at rear, speedometer reading 55,000 miles; in excellent condition throughout.

1936 (June) 20-25 Rolls-Royce sports saloon by Park Ward, unused since complete overhaul.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [4993

1936 Rolls-Royce Replica 23hp 5-str. owner-driver saloon, black-green, £795.

PETER BANTOCK CAR SALES, 104, High Rd., Chiswick 2725/5870. [5496

£985—Sept. 1935 owner-driver Tickford saloon, 6-seater, 68,000 miles.—4, Square, Dobcross, Oldham.

OWNER-DRIVER 30hp GUL Series Thrupp 5-seater 4-door black sun saloon, leather radio, heater. Alne & Saunders, Providence Court, Grosvenor Square, Mayfair-2941.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROLLS-ROYCE

J
B

JACK BARCLAY, Ltd.,

LARGEST official retailers of Rolls-Royce and Bentley; stock list of used models on request to

12-13, St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444.

JACK BARCLAY, Ltd. [0065

R
C

WIMBUSH offer a special Rolls-Royce Wraith, 4-door, drop head Phaeton body by Thrupp & Maberly, recellulosed grey, new hood, mileage 55,000, maintained by makers; £4,250.

R. C. WIMBUSH, Ltd., 312, Earl's Court Rd., S.W.5. Fremantle 8401. [2692

MASCOT MOTORS, Ltd., offer the following:—

1935 40/50hp T. and M. open sports 4-seater.

1935 25hp Park Ward sports saloon.

1934 25hp Park Ward 4-light saloon.

1934 25hp T. and M. 6-light saloon.

1934 25hp Hooper sports saloon.

1933 25hp Hooper sports saloon.

1928 20hp Park Ward 4-light saloon.

WE are anxious to purchase 20hp and 25hp Rolls-Royce and 3½-litre Bentleys with all types of coachwork.

MASCOT MOTORS, Ltd., 237, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231-2. [5021

ROLLS 1937 Hooper body Phantom III, boot, heater, etc., immaculate, no dealers; nearest £2,000.—Box 3953. [4958

ROLLS-ROYCE 25/30 owner-driver saloon de ville special body by Barker, condition unblemished, £1,750.

EVANS & O'MALLEY, Ltd., Lowndes Sq., Knightsbridge, S.W.1. Sloane 1353, 1709. [3667

1935 Rolls-Royce 20/25 Park Ward saloon with division, radio, heater; £1,250.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [5031

ROLLS-ROYCE 1930 Phantom II 7-seater sedanca, body by Barker, very sound car, taxed; bargain to clear, £325.—22, St. John's Rd., Balby, Doncaster. [5694

CASS'S MOTOR MART.—1938 Rolls-Royce Phantom III Mulliner sedanca 7-seater limousine, immaculate, written guarantee.—5, Warren St., W.1. Euston 3523. [3573

1938 25/30hp Rolls-Royce limousine, superb condition throughout; carefully maintained, moderate mileage.—Colin Haines, Ltd., 30a, Bourdon St., W.1. Mayfair 2338. [4106

1933 Rolls-Royce owner-driver saloon, Park Ward body, excellent condition, £875.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [4961

ARCHIE SIMONS & Co., Ltd.—Rolls-Royce 20/25 owner-driver saloon by Hooper, black, one owner since 1936, immaculate throughout; £1,195.—94, Gt. Portland St., W.1. Lan. 1343. [5078

ROLLS-ROYCE P11 chassis with attractive drop head coupe body built in 1950; engine just resleeved; early sale desired; best offers.—Tel. Croydon 1662 or write Rohan, 85, Coombe Rd., Croydon. [4378

CLARKE'S OF PIRBRIGHT, automobile engineers, officially appointed retailers and repairers, offer a twenty-four hour service to owners; used cars available for inspection. Tel. Brookwood 2201-2. [0564

1930 Rolls-Royce 20/25 limousine, one private owner, 69,000 miles, not licensed since 1938, face forward occasional seats; £695.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [3979

1933 Rolls-Royce 4-door saloon, with winding partition, adjustable front seats, boot, very good condition throughout, discs, heater, black, grey leather; £950.—Duchesne, Wimborne, Dorset. Tel. 108. [5136

CONTINENTAL Phantom II 4-door saloon, excellent condition, new loose seat covers and new tyres, dark green; £650.—Potter, Richards & Carr, Kensington 6955, or letters only to Richards, 62, Princes Gate Mews, S.W.7. [6712

1933 Series 20-25 Rolls-Royce, owner-driver sports saloon by Thrupp & Maberly, 61,000 miles only, a very pretty car and most genuine condition.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [4787

1938 Rolls-Royce 25/30 Windover 4-light saloon with concealed winding division, black, brown hide throughout, overhauled by makers a few months ago, in first-rate condition throughout; £2,450.—Dobsons, Ltd., Staines, Middx. Tel. 801. [2063

1932 (July) 20-25 Rolls-Royce, very attractive owner-driver saloon (no division), with boot by Thrupp & Maberly, 82,000 miles, chauffeur maintained, perfect condition; £1,175.—A. E. Leveson, Temple Grove, Windlesham, Surrey. Tel. Bagshot 3109. [4724

1937 Rolls-Royce Phantom III owner-driver Barker saloon (no division), magnificent condition, 59,000 miles; major overhaul and solid tappets by Rolls, 53,000; exchanges.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe. Tel. Southbourne 1022. [4826

1939 (Jan.) Rolls-Royce 25/30, fitted attractive owner-driver sports saloon by Cockshoot, finished blue/black, Ace discs, leather throughout, one owner, maintained and recently overhauled by Rolls-Royce, Ltd.; in splendid condition.—Apply, Martin Walter, Ltd., 145-7, Sandgate Rd., Folkestone. (Tel. 3103). [4113

A & S (Limousine Specialists) display exceptional swept tail Limousines.

LIMOUSINE 1932 20/25 Park Ward, partition, black, occasionals, discs, synchromesh, opportunity; £545.

LIMOUSINE 1935 20/25 Park Ward, partition, widest occasionals, black, leather.

LIMOUSINE 1936 H.J.M. 25hp, swept tail, widest occasionals, partition, black, immaculate.

LIMOUSINE 1937 Park Ward 25/30hp, partition, widest occasionals, discs, black, immaculate.

ALPE & SAUNDERS always purchase Rolls-Royce (100 selected Limousines displayed). Providence Court, Grosvenor Square. Mayfair-2941. [4964

Rolls-Royce Cars Wanted

S
G

OUR demand is urgent.

OWNERS who have Rolls-Royce cars for disposal are invited to communicate with the Swain Group of Companies. London office, H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 9060. Head Office, Hoffmann's Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. [0516

C
M

THE CAR MART, Ltd., wish to purchase Rolls-Royce cars.—320, Euston Rd., N.W.1. Euston 1212. [0970

J. MARSHALL

WANTED, Rolls-Royce 20/22 and 20/25, all types of coachwork, any condition.

J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2369. [0488

TO Rolls-Royce and Bentley owners.

WE have a number of clients requiring used Rolls-Royce and Bentley cars; if you have a late model of either of these cars for disposal, we shall be interested to receive details.

JACK BARCLAY, Ltd.,

OFFICIAL Retailers of Rolls-Royce and Bentley.

12-13, St. George St., Hanover Square, W.1. Tel. May. 7444. [0769

GENTLEMAN requires 1939 Wraith or 1938 drop head foursome coupe.—Box 3940. [4893

THE BASINGSTOKE MOTOR Co., Ltd., purchase pre-war Rolls-Royce cars.—By-Pass Rd., Basingstoke. [0046

ROWLAND SMITH'S the Rolls-Royce buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

ROLLS-ROYCE wanted urgently.—Swanmore Garage, 1176-1180, Christchurch Rd., Boscombe. Tel. Southbourne 1022. [4833

PRIVATE owner requires Rolls, about 1937, 25-30hp, must be attractive sportsman-saloon, coupe, or similar.—Box 4002. [5542

A & S always purchase modern 25/30hp Saloons, preferably with boot, also require 25/30hp Limousines 1935/1948.

A & S urgently need Phantom II also Phantom III Saloons and Limousines, prompt attention assured. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [6272

BROADWAY MOTOR Co. require elderly Rolls-Royce cars, particularly 21.6hp and 25.3hp types.—3-13, Russell Rd., Wimbledon. Liberty 2494. [0017

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [0063

RIPPON BROS., Ltd., the Northern Rolls-Royce specialists, special retailers and repairers wish to buy good late model Rolls-Royce.—Huddersfield 6340 (5 lines). [0015

THE SOUTHERN MOTOR COMPANY is interested in the purchase of all types of Rolls-Royce cars, 20 and 25hp models.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437. [9686

JACK OLDING, Ltd., 8-10, North Audley St., W.1, official Rolls-Royce and Bentley retailers, are interested in the purchase of Rolls-Royce cars in first-class condition. Mayfair 5242. [0815

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. May. 6266. Service, works and stores: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. [0597

Rolls-Royce Spares and Service

JACK BARCLAY, Ltd.

LARGEST official retailers and repairers of Rolls-Royce cars, servicing or complete overhauls, mechanical or coachwork. Large stocks of spares for all models.

WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [0625

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. [0614

MERCHISTON MOTORS, specialists for Rolls-Royce and Bentley.—Works Director, Wilkie Wilkinson, 12-13, Merchiston Mews, Edinburgh, 11. Tel. Jubilee 2785. [3940

RONALD KENT (COACHBUILDERS), Ltd., specialise in Rolls-Royce coachwork renovations, repairs or complete restyling.—Coalwharf Rd., W.12. Shepherd's Bush 2231. [0443

CENTRAL GARAGE, Croydon, specialists in servicing, complete overhauls, mechanical or coachwork for all Rolls-Royce and Bentley models.—Central Garage. Tel. Cro. 7464. [1997

H. A. FOX & Co., Ltd., officially appointed retailers and repairers, 3-5, Burlington Gardens, London, W.1. Tel. Regent 7687. Service works, 212, New Kings Rd., Fulham, London S.W.6. Tel. Renown 3866. [0446

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines, guaranteed for 12 months for the above models full repair service at reasonable charges, also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [0064

ROVER 10

ROVER 10, 1948, completely overhauled Rovers, 1951; £995.—72, Kenelworth Court, Putney, London. [4752

CAMDEN MOTORS.—Rover 10, ten models in stock; see selection on full page advert on page 131 in this issue.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [5407

1937 Rover 10 saloon, overhauled, recellulosed; £520.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [4849

ROVER 12

MEBES & MEBES, Ltd. (est. 1893), offer:—

1946 (July) Rover 12hp de luxe 4-door saloon, black, brown hide upholstery, coachwork, mechanical condition and tyres excellent, nominal mileage; £950.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. [4707

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1947 Rover 12, black, 15,000 miles, £1,295.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [5474

1947 (December) Rover 12 sports tourer, a lovely car; £1,075.—Reigate 2263. [4957

1947 Rover 12hp saloon, black with brown leather, H.M.V. radio, carefully used; £1,175.

H. A. SAUNDERS, Ltd., Austin House, Castle St., Worcester. Tel. 2368. [4934

CAMDEN MOTORS.—Rover 12, eight models in stock; see selection on full page advert on page 131 in this issue.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [5408

1947 Rover 12 saloon, black and brown leather, low mileage, heater, excellent condition throughout; £1,150.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [7827

£385.—Rover 12hp sports saloon, black, brown, taxed, new tyres.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [4001

1939 Rover 12 saloon, black with blue leather, good throughout, price £525, or near.—Clifton Green Garages, 122, Clifton, York. Tel. 53230 and 53578. [4903

ROVER 12, 1947, de luxe, dark blue, blue cord upholstery, excellent condition throughout, under 30,000 miles; £1,100.—Davies, Turner Motors, 75, Queens Circus, S.W.8. Mac. 2088. [4775

FOR sale, Rover 12 saloon, reg. 1946 (Dec.), black, brown leather, as new, one owner, new tyres, battery and windtones, price £930.—Rousell, Highbridge, Som. Tel. 143. [5710

1947 (Dec.) Rover 12 tourer, black with red leather, a most immaculate car in excellent mechanical condition; £995.—Clarke & Simpson, 73-79, Cadogan Lane, S.W.1. Sloane 4727. [4375

£745.—The cheapest Rover 12 offered, see the condition just like brand new, ride in it, drive it, this car is outstanding, it literally looks and runs like 1947 model worth £1,300, we mean this, truth in advertising is our motto, this is definitely the finest Rover 12 we have offered this year; choice of 60 other vehicles; 3 months' guarantee, hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley. Fin. 6221. [4649

1938 Rover 12hp 6-light saloon, beautifully refinished in beige, unmarked leather interior, the bodywork is in really excellent order and must be seen to be appreciated, mechanically it is one of the finest Rovers we have had the pleasure to drive, a truly remarkable example of this much sought after model, taxed; £550; terms and exchanges.—Maidstone Eng. Co., Cross St., Pendleton, Salford, Lancs. Tel. Pen. 3457. [5365

ROVER 14

£255.—1935 Rover 14 6-light saloon, grey/blue leather, taxed.

ERIC HAYES, 22, Conduit Mews, Hyde Park, W.2. Tel. Paddington 0289. [2638

1939 Rover 14 sports saloon, black, brown interior, an exceptional car; £695.

BIRKETT MOTORS, Ltd., 544, High Rd., Leytonstone, E.11. Ley. 5259. [5560

265gns.—1937 Rover 14 sports saloon, good condition.—Autosnips, 5, Balham High Rd., Balham 1509. [5194

CAMDEN MOTORS.—Rover 14, sixteen models in stock; see selection on full page advert on page 131 in this issue.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [5409

1939 Rover 14, perfect condition; £595.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Meadway 2288. [4261

1936 Rover 14 saloon, black; £370.—Smith and Ltd., Winchester. Tel. Winchester 4834/3406. London, W.14. Tel. Western 2312. [4854

1939 model Rover 14 6-light, black, £500 overhaul by Rover in 1948, exceptional condition; £700.—Morris, Fairweather Rd., N.16. [5369

ROVER 14 1936 saloon, exceptional mechanical condition; £245.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen. Prospect 7520. [5489

£265.—1935 Rover 14 sports saloon, black, excellent runner, taxed, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [4532

1947 (Sept.) Rover 14 sports sal. grey, one owner, 10,000 miles, excellent cond.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [4808

1947 Rover 14 de luxe saloon, very small mileage, fitted radio and heater, outstanding condition; 1,099gns.; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [5212

1936 Rover 14 saloon, one owner since new, 43,000 miles, resprayed, new tyres, an exceptional car.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [5272

1937 (December) Rover 14 sports saloon, black, green leather, in well-maintained condition throughout, good tyres, taxed; £550.—Iron Bridge Service Depot, Southall, Middx. Southall 2355. [4337

TANKARD & SMITH, Ltd., offer 1947 Rover 14 six-light saloon in black with natural brown leather upholstery, speedometer reading 18,000 miles, which from the superb condition of the whole car should be genuine; £1,145; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801-3. [4659

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER 14

1938 Rover 14 Tickford saloon, one owner only, guaranteed mileage 56,000, engine completely overhauled May, 1951, faultless, £695.—Bruce France, 8a, Cromwell Mews, South Kensington. Fla. 0515. [4952

1938 Rover 14hp saloon, recellulosed in our own works and indistinguishable from post-war car, fitted new carpets, excellent tyres, taxed, interior upholstered in brown leather, which looks almost unworn, mechanically the car leaves nothing to be desired, and gives silent and effortless motoring; £550, terms and exchanges.—Maidstone Eng. Co., Cross St., Pendleton, Salford, 6. Tel. Pen. 3457. [5366

ROVER 16

OVERSEAS CARS, Ltd.

1947 Rover 16 saloon, green, green leather; £1,265.—OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [4019

CAR MART, Ltd.

1947-8 Rover 16hp saloon, 19,000 miles; £1,295.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [5295

CAMDEN MOTORS.—Rover 16, eight models in stock; see selection on full page advert on page 151 in this issue.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041. [5410

ROVER 16 6-light saloon, extremely smart and reliable, taxed, £425.—Temple Cars, 156, Burton Rd., Derby. Tel. 45614. [5500

1948 Rover 16hp 4-light sports saloon, in immaculate condition throughout; price £1,485.—Grose, Ltd., Northampton. Tel. Northampton 4540. [2667

495gns.—Rover 16, 1938 model, de luxe 4-door saloon, metallic blue, sliding head, blue leather, wheel discs, unworn tyres, very good condition, terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [5586

1938 model Rover 16, one owner, genuine mileage 67,000, completely reconditioned mechanically by Rover Works; bills for nearly £300 over last two years; bodywork immaculate; any trial or inspection; many extras, £750.—Hobbs, 46, Coleshill Rd., Birmingham, 8. Stechford 2509. [5148

ROVER 20

1937 Rover 20 saloon, £485.—Tel. Kensington 6955. [5265

CAMDEN MOTORS.—Rover 20, four models in stock; see selection on full page advert on page 131 in this issue.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [5411

ROVER 60 & 75

H. A. SAUNDERS, Ltd., offer:—

1948 Rover 60 saloon, grey with blue leather upholstery, 10,000 miles; £1,495.—H. A. SAUNDERS, Ltd., 856/842, High Rd., N.12, Hillside 0024. [4921

PHILIP RICKARDS, Ltd., offer:—

1950 Rover 75 saloon, green, 1,100 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [4970

MANN EGERTON & Co. Ltd., offer:—

1949 Rover 75 saloon, grey with red leather upholstery, fitted with radio and heater, mileage 16,000, in superb order. [5127

14 Berkeley St., London, W.1. Regent 2075.

1950 (Aug.) Rover P4 saloon, mileage 10,000; £2,100.—Gale, 6, Pont St. Mews, Chelsea, S.W.1. Ken. 4228. [4951

1950 (May) Rover P4 offered for original owner, mileage 4,200, heater, radio, spare unused; £2,100.—Chitty, Diss. [5376

1950 Rover 75 P4 saloon, pale blue, blue leather, Regency loose covers, heater, 5,500 miles, spare unused, one owner.

RIPCO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952-3-4. [5092

1950 Rover P4 saloon, black, mileage 5,000; trade enquiries welcomed.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0621-2. [5446

1948 Rover 75 sports saloon, green, 16,000 miles, ex. cond.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3538. [4804

1948 Rover 75 6-lt. saloon, black with red leather, 25,700 miles; £1,575.—Jack Olding & Co., Ltd., North Audley St., W.1. Mayfair 5242. [4796

1950 P4 saloon, radio, heater, loose covers, low mileage, immaculate condition.—Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Sloane 3557/6970. [3408

1948 (Sept.) Rover 75 four-light sports saloon, 18,000 miles, black with grey leather; price £1,550.—Clifton Green Garages, 122, Clifton, York. Tel. 55250 and 55578.

1949 Rover 60 sunshine saloon, black with red leather, radio, heater, freewheel, etc., speedo 7,795 miles, as new, £1,595.—Sharwood Motors, Ltd., 32, Uxbridge Rd., W.5. Ealing 1475. [5531

1950 (March) Rover 75 4-light saloon, black with green leather upholstery, 11,000 miles, immaculate condition, one owner, £2,050.—Mann Egerton & Co., Ltd., Norwich. Tel. 20481. [5706

ROVER P4, 1950, July delivery, fitted with special built-in radio and all loose seat covers, ivory and red upholstery, very small mileage, genuine reason for sale.—C. J. Williams, "Cartref," Llantrisant, Glamorgan. Tel. 24 Llantrisant. [5805

LAND-ROVER

HARVEY HUDSON, Ltd. (the Land-Rover specialists), offer:—

1950 (Apl.) Land-Rover, 11,000 miles, in exceptional condition.

1949 (Dec.) Land-Rover, 12,000 miles.

1949 (Dec.) Land-Rover, 15,000 miles.

HARVEY HUDSON, Ltd., South Woodford, E.18. Tel. Wanstead 0056. [5643

Land-Rover Cars Wanted

HARVEY HUDSON, Ltd., wish to buy Land-Rovers.—28th, Woodford, E.18. Wanstead 0056. [5275

ROVER MISCELLANEOUS

HENLYS, Ltd.

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2297.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

DEPOTS at:—

MANCHESTER (Blackfriars 7893).

BRISTOL (Bristol 21526).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

STREATHAM (Streatham 7751).

HOUNSLOW (Hounslow 5454).

FINCHLEY (Finchley 0081).

GREAT West Road (Ealing 3477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0029

BEARTS, of Kingston, Rover specialists, sales, spares repairs.—102, London Rd., Kingston. Kingston 5348

R. F. POWELL MOTORS, Ltd., for Rover Cars.—E. East London main agents, 321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0730

ROVER 1947 saloon, grey, maroon upholstery, loose covers, 21,000 miles, new tyres recently, perfect condition; £1,250.—Shaw, 40, Bath Hill Court, Bournemouth. [5356

Rover Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Rover cars.—150, Park Lane, W.1. Grosvenor 3434. [0971

HENLYS, Ltd.

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2297.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

GREAT West Rd. (Ealing 3477.)

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0030

ROWLAND SMITH'S, the Rover buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition pre-war and post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0242

ALMOST new Rover required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4468. [0659

CASH immediately for good Rover.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [5224

POST-WAR Rover cars wanted immediately, mileage under 10,000 and must be in perfect condition; offers to:—

MARBLE ARCH MOTOR SUPPLIES, Ltd., Lower High St., Watford, Herts. Tel. Watford 4491. [4597

BRITISH & COLONIAL MOTORS, Ltd., require good Rover cars.—Upper St. Martin's Lane, W.C.2. Tem. 3586. [5096

JACK OLDING, Ltd., 8-10, North Audley St., W.1., Rover retailers, require cars in first-class condition. Mayfair 5242. [0616

BLAKES, Rover agents, will purchase any non-covenant Rover car.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7756

ALBONS of Barking, purchase for cash post-war Rover cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1785. [0464

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Rover from 1937 onwards. Wembley 8691-8. [0776

CASH buyers of low-mileage Rover 10s, 12s, 14s, 16s 60 and 75; distance no object.—Haltons, Lord St., Southport. Tel. 2269. [0800

LAWSON PIGOTT MOTORS, Ltd., want modern Rovers.—430-2, King St., Hammersmith, W.6. Riverside 4111 and 4061. [5525

ALBERT FARNELL, Ltd., would appreciate the offer of your Rover if wishing to sell.—75, Manningham Lane, Bradford. Tel. 26827-8. [0215

MOTOURISTS (LONDON), Ltd., are immediate cash buyers of post-war Rover saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [0709

DAVID ROSENFIELD, Ltd., Rover distributors, are anxious to buy small mileage out-of-covenant Rovers.—76, Deansgate, Manchester. Tel. Deansgate 5455. [0554

CLARKE & SIMPSON wish to purchase the best examples from 1937 onwards.—75, 79, Cadogan Lane, Sloane Square, London, S.W.1. Tel. Sloane 4727. [0565

Rover Cars Wanted

RAYMOND WAX (the hire-purchase specialists) are still buying pre-war Rovers, any model, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0867

ROVER wanted.—Wanted privately pre-war Rover, preferably a sports saloon, must be original condition, a high price paid.—Lee Green 4555, or Advertiser, 1, Belmont Hall Court, Lewisham, S.E.13. [4183

Rover Spares and Service

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks. Rover distributors for spares and specialist service.—Tel. Datchet 54. [0047

R. F. POWELL (MOTORS), Ltd., East London main dealers for Rover sales, service and spares.—321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0405

ROVER half shaft and hub assemblies reconditioned and service exchanged, returned same day.—Crallis (Hereford), Ltd., Commercial Rd., Hereford. [5237

DAVID ROSENFIELD, Ltd., Rover Distributors, Lancashire and Cheshire, very large spares stock available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2502. [0555

SINGER

CAR MART, Ltd.

1948 Singer 10hp saloon, 6 months' guarantee, £650.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [5505

J. DAVY offers:—

SINGER 1500 saloon 1950, blue beige hide, heater, one owner, 10,000 miles only, £1,175.—J. Davy, Kensington 1100. [5042

H. A. SAUNDERS, Ltd., offer:—

1950 S.M. 1500 saloon, black with beige interior, 15,000 miles; £1,125.—H. A. SAUNDERS, Ltd., 856-842, High Rd., N.12, Hillside 0024. [4925

D. J. SHEPHERD & Co. (ENFIELD), Ltd.

1948 Singer 10 de luxe 4-door saloon, excellent condition, small mileage; £745.—D. J. Shepherd & Co. (Enfield), Ltd., 435, Hertford Rd., Enfield, Howard 1631. [5252

GORDON CARS (LONDON), Ltd.—1950 Singer S.M. 1500 saloon, blue.—Below.

GORDON CARS (LONDON), Ltd.—1950 Singer S.M. 1500 saloon, green.—Below.

GORDON CARS (LONDON), Ltd.—1950 Singer S.M. 1500 saloon, black.

GORDON HOUSE, 373, Euston Rd., London, N.W.1. Euston 6611. [5540

1950 S.M. 1500, 8,500 miles, black.—Tel. Sanders, Buxton 76, Derbyshire. [5577

1948 Singer 10 saloon, black, one owner; £650.—Grove Motors, North Rd., Southall. 3477. [5151

1948 (December) Singer Super 10 4-door black saloon, good condition throughout; £655.—Cooper, Riverside 1525. [5563

GOLDERS GREEN.—H. A. Saunders, Ltd., 1950 Singer S.M. 1500 saloon, black beige, interior heater, one owner, £1,120.—Below.

1949 Singer Super 10 sunshine saloon, one owner, £746.—144, Golders Green Rd., Spe. 0011. [5192

1948 Singer 10 de luxe saloon, perfect condition, £595.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [4565

NOVEMBER, 1947, roadster, 23,000 miles, showroom condition, red, matching leather; £590, offers.—72, Barton Rd., Ely, Cambs. 525. [5689

195gns.—Singer 9, Sept. 1957, sports coupe, green and black, sliding head, green leather; terms, exchanges.—Rowland Smith, below.

145gns.—Singer 11, 1955 model, de luxe 4-door saloon, blue and black, blue leather; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5582

1948 (Sept.) Singer 10 saloon, good condition, new tyres, £720, or nearest offer.—Tel. Euston 1200 extension 514 evenings. [4747

SINGER Le Mans, late 1935, in first-class condition, tip-top performance, 6 good tyres, many extras, £500.—Temple Cars, 156, Burton Rd., Derby. Tel. 45614. [5502

1948 (Dec.) Singer Super 10 de luxe saloon, good condition throughout; £655.—Jacquier Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [5470

1950 (Sept.) Singer S.M. 1500, black, 7,000 miles, £1,235.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [5000

1950 (February) Singer 1500, blue, 3,400 miles only; trade and part exchange enquiries invited.—O. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4486. [5273

1950 Singer S.M. 1500 saloon, first registered 17/1/50, finished in beige with beige leather upholstery, genuine mileage 12,500, one owner, in immaculate condition.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [5524

£285.—1936 series Singer 9 4-seater sports Roadster, green, hide interior, beautiful condition, new carburettor, taxed, bargain.—The Haverstock Garage, Haverstock Hill, N.W.1. Tel. Gulliver 2722. [5079

1949 Singer Super 10 de luxe saloon, black, chromium, brown leather, low mileage, sparkling car; written guarantee; terms, exchanges.—H. F. Edwards, 28, Upper High St., Epsom 9400. [5231

1939 Singer 9hp de luxe saloon, good and economical performance, an attractive and tidy little car; £550 cash or H.P. terms.—Broadway Motor Co., 5-15, Russell Rd., Wimbledon, S.W.19. Liberty 2494. [5614

Singer Cars Wanted

ROWLAND SMITH'S, the Singer buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0996

1950 Singer 1500 saloon required.—Turnbull, Ross House, Station Hill, Winchester. [4625

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Singer Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Singer from 1937 onwards.—Wembley 8691-2. [0777

RAYMOND WAY, the hire-purchase specialists are still buying Singers and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0872

Singer Spares and Service

THE North's premier Singer spares stockists, Coulthurst & Grimshaw, Ltd., Whalley New Rd., Blackburn, Lancs. Tel. 48091/2. [7970

AUTOMENDERS, Ltd., are specialists in Singer service and overhauls.—Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0754

GORDON CARS (LONDON), Ltd., the London Singer distributors for spares, repairs and service.—St. Alban's Lane, Golders Green, N.W.11. Speedwell 4701-2.

E. PASCALL (GUILDFORD), Ltd., sole distributors for West Surrey, spares and specialised service.—Central Buildings, North St., Guildford. Tel. 2274/5/6. [0517

SINGER spare parts for 9, 10 and 12hp 1936/1949 models; please quote chassis No.—Singer Distributors for Somerset and S. Glos.—Allens of Bristol, Berkeley Square, Bristol 8. Tel. 22514. [0219

SPORTS CARS

P

PERFORMANCE CARS.

THE WINDMILL GARAGE, Great West Rd., Brentford, Middlesex.

ONLY 3 minutes from Northfields Tube Station, Piccadilly Line. Tel. Ealing 0441, 6995.

REPAIRS, petrol, etc., comprehensive stock of cars and accessories.

FROM the best selection of reasonably priced guaranteed sports cars we offer:—

FRAZER NASH-B.M.W. type 328 2-seater, very low mileage, checked throughout, spotless, year 1939; £950.

FRAZER NASH-B.M.W. 2-litres type 45 drop head foursome, 1938, £345; also type 55 saloon, £295.

A.C. 16-80 competition 2-seater, 1937, £395; A.C. 2-litre drop head with dickey, 1934, £195.

M.G. T.C., one owner, 1949, £795; M.G. 2.6-litre drop head foursome by Salmons, 1940, £575.

M.G. 2.6-litre tourer, checked throughout, 1939, £495; M.G. K.N. Magnette pillarless saloon, 1935, £265.

M.G. 12hp 4-seater, 1932, £165. French Salmson 2-litre pillarless saloon, 1938, £495.

M.G. J.2 2-seater, choice of two, 1933; £195 and £225.

ALLARD 2-seater fixed head coupe, 1947, £750; Allard 2-seater, 1947, £725.

TRIUMPH Dolomite 14hp drop head by Tickford, 1939, £495; Triumph Gloria 10hp saloon, 1933, £165.

TRIUMPH Dolomite 16hp saloon, checked throughout, 1937, £335.

BENTLEY 4½-litre tourer by Vanden Plas, rebuilt, £10 tax, registered 1951; £425.

BENTLEY Red Label 3-litre tourer by Young, 1925, £275; Bentley Blue Label 3-litre tourer by Freestone & Webb, 1924, £285.

BENTLEY Red Label 3-litre tourer by Vanden Plas, 1926, £295; Citroen 12hp saloon, 1936, £300.

ASTON MARTIN 1½-litre, Bertelli saloon, 1933, £225; Talbot 75 saloon, engine overhauled 1933, £175.

TALBOT 95 4-str. tourer by Young, recellulosed, new hood, 1933, £275; Talbot Speed model (105) tourer, '36, £365.

ALVIS Silver Eagle 17hp saloon, 1935, £175; Singer Le Mans 9hp 2-seater, 1936, £295.

INVICTA 4½-litre drop head foursome, 1932, £275; Invicta 1½-litre 4-seater tourer, 1932, £265.

FRAZER NASH, 12hp Anzani engine, 2-seater, 1926, £165; Lagonda 3-litre fixed head coupe, 1933, £195.

DELAGE 21hp saloon, 1931, £125; Hamilcar 9hp 2-seater, 1929, £135.

RILEY 9 saloon, 1932, £95; Packard 26hp drop head foursome, 1936, £325.

WOLSELEY 14hp 4-seater tourer, 1937, £265; Morris 8 2-seater, 1938, £245.

MERCEDES-BENZ Type 220, left-hand drive, tourer, fitted A.C. diesel engine, 1929, £10 tax, £450.

PERFORMANCE CARS. [5663

BLAKES

THE Northern Sport and

RACING Car Specialists.

BUY and sell racing and sports cars of all types, specialists in vintage Bentley; write for lists and quotations.

J. BLAKE & Co., Ltd.,

110, Bold St., Liverpool.

ROYAL 6622. Grams: Autocar, Liverpool. [1032

MERCURY offer:—

THIS month's super bargains.

M.G. 2½-litre special 2-seater, built and registered 1948, £10 tax, very smart 2-seater sports body finished in Alfa red with new hood, tonneau cover, fold-flat screens, large instruments, Le Mans type guards, etc.; this is not to be confused with an amateur built car but is a pukka job capable of fast touring or sports car racing; £245. Also

1935 Frazer Nash-B.M.W. 2-litre saloon, in good condition, tubular chassis, I.F.S., rack and pinnion steering, excellent tyres; £185. Also

1934 Speed 20 Alvis 4-door saloon, I.F.S., new radiator, good runner, good appearance; £175. Also

1935 Vauxhall 20 Wingham 4-door drop head coupe, clean coachwork, very clean interior, good tyres, good runner; £145.

TERMS or exchanges with pleasure.

MERCURY MOTORS, 353, Northolt Rd., South Harrow. Byron 2057. [5439

ACLAND & TABOR, Ltd., Welwyn 481, offer with three months' guarantee:—

BRITISH SALMSON, 1938 British Salmson, 20/90 sports roadster, new engine recently fitted, very fast, exceptional order; £595. [4975

FORD V.8 2-str., 1947, tax £10, must sell; what offers?—D. W. Price, Gladstone 7811. [4731

SPORTS CARS

CHARACTER CARS offer:—

A SELECTION of vintage and sports cars, 2- and 4-seaters far above average condition; please telephone for details of current stock.

PARTICULARS of vintage and sports cars for disposal with photographs and price required will be gratefully received and acted upon immediately.

CHARACTER CARS, 124-126, Haydons Rd., Wimbledon, S.W.19. Liberty 7677-8. 10 minutes South Wimbledon Underground. Buses pass our door. Open on week-days 9 until 7. [5700

B. & G. MOTORS offer:—

£330.—Singer 9 1939 roadster, appearance identical to post-war models, finished in black and in excellent condition throughout, fast, smart, modern car; a bargain at this low figure; first remittance secures.

£187.—Riley 9 Gamecock sports 2-seater, taxed, cream, exceptionally nice mechanically, bills available for over £200, one owner since 1946, new battery.

£150.—Wolseley Hornet 12hp EW Daytona open sports 4-seater, knock-on wheels, twin carburetters, 4-speeds, etc., etc.

MANY other enthusiasts' dreamboats always in stock; terms.

B. & G. MOTORS, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [5698

RAYMOND WAY, the hire purchase specialists!

RAYMOND WAY, of Kilburn.

50 sports cars of all types under £400.

CARS and motor cycles wanted in part exchange.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6 (150yds. Kilburn Park Station, Bakerloo Line). Mai. 6044 (10 lines). [0827

£95.—Avon Special 10hp twosome, overhauled, insured.—Jessop, 3, Brownswood Rd., N.4. [5179

POTTER, RICHARDS & CARR offer choice of Rolls-Royce, Rover, Allard, Morris Minor, Lea-Francis, Bugatti, Delage, Delahaye, Renault, Frazer Nash-B.M.W., Mercedes, Jawa, Buick.

ATTRACTIVE prices; part exchanges h.p. terms.

FOR details tel. Kensington 6955 or letters only to Richards, 62, Princes Gate Mews, S.W.7. [5263

CHILTERN CARS offer Alfa-Romeo, Allard, Atalanta, Bugatti, Buick, Daimler, Ford, M.G. and Riley cars from stock; write for lists.—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. 2060. [4105

1950 Cooper Sports, special Rover engine, latest suspension modifications, new racing Dunlops all round.—Full details, Major Mackay, The Holt, Portsmouth Rd., Camberley (Tel. 590), Surrey. [5166

RILEY 9, Kestrel, 1934 saloon, black with blue hide upholstery, excellent throughout; £230, or would exchange open car, cash either way.—C. Arnold, 8, Homestead Way, Northampton. Tel. 5001. [5180

£175.—Lanchester 10 open sports 4-str., large instruments, new hood, metallic silver, heater, fold-flat screen, no oil, 1933, or exchange sports saloon.—Adams, The Nab, Whalley, Lancs. [4755

RICHARDS & BROWN offer Riley 12-4 Falcon saloon, 1936 model, £250; Ford V.8 special coupe, £10 tax, £195; Alvis 12-60 Beetleback T.K. model, £175; Invicta 4½-litre Carlton drop head, £185; Talbot 90 saloon, £85.—2, Ringers Rd., Bromley, Kent. Tel. Ravensbourne 6479 & 7487. [5546

SPEEDSTERS, Ltd.—The best conditioned sporting cars in the country; 3 months' written guarantee; every car a specimen mechanically and externally: Alfa, Alvis, Bentley, Bugatti, Fiat, Invicta, Jaguar, M.G., Mercedes, Riley.—Offices at "Old Straddles," Cross Oak Lane, Salfords, nr. Redhill, Surrey. Horley 628. [3390

17hp Railton Terraplane drop head coupe, extremely attractive body by Berkleys, fitted new Andre telecontrol shock absorbers, radio, spot lamp, windtone horns, demister; over £100 worth spares, including spare engine, rare opportunity; £375; bargain for enthusiast.—K. J. Hempsall, Markham Moor, Retford, Notts. Tuxford 215. [5158

1949 Emeryson Special 2/3-seater sports, fitted Lagonda V.12 engine, Sanction II modifications, Reg Parnell chassis, De Dion rear axles, torsion bar suspension, 130 mph, beige hide, finished Alpine mist, cost new £2,500, November, 1949, 5,000 miles only; accept £850.—Edginton, 62, Queens Rd., S.E.15. New Cross 5989. [4950

Sports Cars Wanted

R

ROWLAND SMITH'S, the sports car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

DICKS

THE sports cars buyers.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [1294

BARTLETT.—We are interested buyers of all sports cars.—27a, Pembridge Villas, W.11. [3124

PERFORMANCE CARS, of The Windmill Garage, Great West Rd., Brentford, London, W.5. (Tel. Ealing 0441, 6995.) [2270

Sports Cars Spares and Service

AUTOMENDERS, Ltd., are enthusiastic repairers, tuners and modifiers.—Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0753

S.S.

S.S. 9hp F.H. coupe, very attractive car; cost of advert. precludes extolling car's virtues; nearest £175.—Livingstone 1090. [5379

1935 S.S.I tourer, 16hp, excellent condition; £355.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 5066. [1031

S.S. Cars Wanted

ROWLAND SMITH'S, the S.S. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0968

STANDARD 8

1946 Standard 8 tourer, grey, in very good condition; £450.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [5654

STANDARD 8

SLOCOMBES, Ltd.

1948 Standard 8 tourer, one owner, exceptional trim, £565.

1939 Standard 8 drop head coupe, very clean; £375.

SLOCOMBES, Ltd., 38-52, Dudden Hill Lane, N.W.10. Willesden 4869. [5600

STARNES MOTORS offer:—

£545.—Standard 8 tourer, 1948, black, particularly well kept, hood and side screens perfect.

STARNES MOTORS, Standard and Triumph specialists, 103, Cricklewood Broadway, N.W.2. Gladstone 2480. [3526

STARNES MOTORS offer:—

£465.—Standard 8 saloon, 1947, black, one careful owner, a very nice car.

STARNES MOTORS, Standard and Triumph Specialists, 103, Cricklewood Broadway, N.W.2. Gladstone 2480. [3525

DICKS CAR SALES, offer:—

1946 Standard 8 tourer, carefully used, recent overhaul; £475.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [2276

GLANFIELD LAWRENCE offer:—

1947 Standard 8 saloon, black with beige leather, exceptional condition, moderate mileage, £575.—407, High Rd., N.12. Finchley 0091. [2300

GLANFIELD LAWRENCE offer:—

1948 (July) Standard 8 de luxe saloon, beige with brown leather, 18,000 miles, unblemished and in remarkable condition; £660.—407, High Rd., N.12. Finchley 0091. [5280

1948 Standard 8 saloon, grey, in immaculate condition; £555.

BIRKETT MOTORS Ltd., 544, High Rd., Leytonstone, E.11. Ley. 5259. [5557

1946 Standard 8 saloon, one owner, excellent condition; £495; terms, exchanges.

WITHAMS MOTORS, Ltd., 18, Balham Hill, S.W.12. Battersea 1280/3769. [5482

1947 Standard 8, black, brown leather interior, very clean and good mechanical condition.

WALTON-ON-THAMES MOTOR Co., Ltd. Walton 200. [5071

STANDARD 8 1947 (Nov.) grey saloon, mileage 24,000, perfect condition throughout; £550.—Tel Rav. 0293. [5352

TANKARD & SMITH, Ltd., offer 1946 Standard 8 tourer, low mileage; £495.—226-232, High Rd., N.15. Stamford Hill 3291. [5396

1939 Standard 8 saloon, excellent mechanically, real bargain; £325.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [5636

1948 Standard 8hp tourer, black with brown upholstery, one owner, reconditioned engine; terms, exchanges; £545.

MASON BROTHERS (Motor Showrooms), 151-153, Fitzwilliam St. (Off The Moor), Sheffield, 1. Tel. 24687. [4908

1948 Standard 8hp drop head coupe, fitted chrome luggage rack, heater, twin horns, colour grey, showroom condition; £615.

W. J. BROWN, Ltd., Ford Main Dealers, 339, Finchley Rd., N.W.3. Hampstead 4414. Adjacent Finchley Rd. Stations. [4040

1946 Standard 8 tourer, one owner, small mileage, indistinguishable from new; £435, 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [5211

L. F. DOVE offer: 1946 Standard 8 saloon, grey with blue upholstery, resprayed, good tyres; £525.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [3566

1948 Standard 8 tourer, black, as new; £535.—Hendon Central Garage, Ltd., 44/46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [2991

1947 Standard 8, immaculate condition; £535.—Hendon Central Garage, Ltd., 44/46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [4998

1946 Standard 8hp tourer, first registered 28/11/46, finished in black with beige leather upholstery, 22,000 miles; in first-class condition throughout.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [5325

1939 Standard 8 saloon, black, mechanically reconditioned, paintwork very good, any trial; £350.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [3722

550gns.—1947 (Sept.) Standard 8 saloon, black, grey leather upholstery, lovely condition throughout; £195 deposit.—George Clarke (Motors), Ltd., 278, Brixton Hill, S.W.2. Tulse Hill 3211. [5447

1947 Standard 8hp drop head coupe, really excellent condition, only 26,600 miles, reconditioned engine, brakes, new tyres and battery; £550.—68, Percy Rd., Hampton, Middx. Molesey 1498. [5169

1948 (June) Standard 8hp drop head coupe, grey with blue leather, genuine 23,000 miles, perfect; £620.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [5721

395gns.—Standard 8, 1946 (reg. 1949) tourer, black, fawn leather, excellent condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5583

STANDARD 8 tourer, 1946, grey, blue, suspension reconditioned, brakes relined, taxed; £475, or exchange 1939-48 series E Morris saloon, cash adjustment either way.—Stephens, 1, Mapledrakes Rd., Ewhurst, Surrey. Tel. 120. [5709

STANDARD 9

ROYS AUTOMOBILES, Ltd., offer 1936 Standard 9 de luxe saloon, in excellent condition; £225.—127, Parkway, N.W.1. Euston 2700. [5630

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD 9

£268—Standard 9 saloon, original condition, good tyres, very well kept, good tyres, choice 3 others; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat., 9-6. (50yds. Holland Park Tube). [4714

1940 Standard 9hp saloon de luxe, a very exceptional car, with reconditioned engine; £445. —Vandervells (Buyers of Good Used Cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [8160

STANDARD 10

1938 Standard 10 saloon, engine completely overhauled, very nice condition; £565; terms, exchanges.

WITHAMS MOTORS, Ltd., 18, Balham Hill, S.W.12. Battersea 3280 3769. [5481

265 gns.—1937 Standard 10 with 12hp body, excellent condition.—Autosnips, 5, Balham High Rd., Balham 1509. [5195

TANKARD & SMITH, Ltd., offer 1938 Standard 10 saloon, in black with red upholstery, very sound little car in every way, replacement engine during last 10,000 miles; £355; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801-3. [4861

STANDARD 12

STARNES MOTORS offer:—

£795—Standard 1947 12hp saloon, black with blue leather, one owner, exceptionally good condition throughout.

STARNES MOTORS, Standard and Triumph specialists, 103, Cricklewood Broadway, N.W.2. Gladstone 2480. [3527

PALMERS MOTORS, Ltd offer:—

1939 Standard 12 saloon de luxe, excellent condition; £475, terms and exchanges.—53, York St., Twickenham. Popesgrove 1880. [3595

1946 Standard 12 saloon, excellent order.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [8157

DROP head foursome coupe Standard 12, 1948 series, pale grey, spotless.

WADCOL MOTORS, 150 6, West End Lane, N.W.6. Hampstead 1177. [4740

STANDARD Flying 12, 1938; smart, economical, efficient; £365.—Box 3942. [4891

215 gns.—1938 Standard 12 de luxe saloon, needs respray.—Autosnips, 5, Balham High Rd., Balham 1509. [5198

ROYS AUTOMOBILES, Ltd., offer 1947 Standard 12 de luxe saloon, low mileage, many extras; £765.—127, Parkway, N.W.1. Euston 2700. [5627

1938 Standard Flying 12, in excellent condition throughout, radio; £350.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [5626

£465—Standard Flying 12 saloon, 1939, tip top condition, well kept, good tyres, independents, host extras, choice 2; many others.

BENMOTORS, 1, Clarendon Rd., Holland Pk., London, W.11. Park 5066-7; open Mon. to Sat., 9-6. (50 yds. Holland Park Tube). [4715

1947 Standard 12 saloon, black with brown lthr., one owner, small mileage, good condition throughout; £795.—Pooley, tel. Coventry 63562. [5696

BRUTONS, Ltd.—1939 Standard 12 black saloon, one owner, 20,000 miles genuine, original condition, taxed; £595.—13-14, Osten Mews, Emperor's Gate, S.W.7. Western 1242. [4689

1934 Standard 12 saloon, good running order; £135 or near offer; doctor allotted new car. —Dr. Vosper, 15, Saltram Terrace, Plympton, Devon. Tel. Plympton 2039. [4178

1947 Standard 12 saloon, black, green leather, exceptional condition throughout; £750.—Modern Service (Wimbledon), Ltd., High St., Wimbledon, S.W.19. Wimbledon 2282. [5011

£695—Standard 12hp saloon de luxe, 1946, attractive dove grey with grey leather, an excellent example of a well-kept post-war car, serviced at regular intervals by main distributors.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue. Hire purchase, part exchanges, free delivery. Showrooms open till 8 p.m. from Monday to Saturday. [5419

£444—Rare and beautiful Standard Flying 12 de luxe saloon, bodywork immaculate and just like new, interior spotless and beautiful, this vehicle would pass for post-war model and no one would possibly believe this vehicle to be 13 years' old.—Below.

£565—Outstanding Standard 12 de luxe saloon, identical with post-war model, very rare and delightful condition, must be seen to be appreciated.—Below.

£725—1947 series Standard 12 de luxe saloon, spotless condition throughout, choice 60 other vehicles.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley. Fin. 6221. [5662

STANDARD 14

DICKS

1948 Standard 14 saloon, as new, fitted radio, specimen car; £875.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [3574

1948 Standard 14 saloon, one owner, leather upholstery, 26,000; £850.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [5653

1948 Standard 14, black/brown, one owner, 20,000 miles, excellent condition; £850.

CONTINENTAL CARS, Ltd., Portsmouth Rd., Send, Surrey. Ripley 3178. [5350

1947 Standard 14hp saloon, black, fawn upholstery, 1 owner; £765.—Vandervells (Buyers of Good Used Cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [1251

TANKARD & SMITH, Ltd., offer 1947 Standard 14 saloon, H.M.V. radio, moderate mileage, very sound condition; £750.—226-232, High Rd., N.15. Stamford Hill 3291. [5398

£865—May, 1948, Standard 14 saloon, black with green hide upholstery, in new condition; terms and exchanges.—G. S. Hall, 302, King St., W.6. Riverside 2891. [1342

STANDARD 14

1948 Standard 14, black, brown leather, radio, one owner; £875.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [2079

NAYLOR & ROOT, Ltd.—1947 Standard 14 sun roof saloon, silver grey, blue hide, very attractive; £795; 3 months' guarantee; choice of 250 quality cars; demonstrations within 100 miles; terms available.—25, East Hill, S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. [5240

STANDARD 16

£105—Standard Avon Special 1932 model 16hp black coupe, recent overhaul, excellent condition, new battery.—Box 3996. [5536

STANDARD VANGUARD

DICKS

1949 (October) Vanguard saloon, one owner, very low mileage, fitted heater; £1,075.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [1297

CAR MART, Ltd.

1950 Standard Vanguard saloon, 8,000 miles; £1,185.

1949 Standard Vanguard saloon, heater, 15,000 miles; £1,025.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [5307

TOM GARNER, Ltd., offer

1950 Standard Vanguard saloon, maroon with beige upholstery, heater, 3,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [4838

RUSSELL MOTORS offer:—

1949 Vanguard, 2,000 miles only, radio and heater.

THE above car subject to any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 0266. [2054

ROSE & YOUNG, Ltd. offer:—

1950 Standard Vanguard saloon, low mileage, leather, radio; £1,150.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station). Tulse Hill 6464. [4584

H. A. SAUNDERS, Ltd., offer:—

1950 Standard Vanguard saloon, blue with beige interior, 8,000 miles; £1,325.

H. A. SAUNDERS, Ltd., 836-842, High Rd., N.12. Hillside 0024. [4924

MANN EGERTON & Co., Ltd., offer:—

1950 Standard Vanguard saloon, maroon with beige leather upholstery, radio and heater fitted, mileage 5,000.

14, Berkeley St., London, W.1. Regent 2073. [5128

GORDON CARS (LONDON), Ltd.—1950 Standard Vanguard saloon, blue.—Below.

GORDON CARS (LONDON), Ltd.—1950 Standard Vanguard saloon, black.—Below.

GORDON CARS (LONDON), Ltd.—1949 Standard Vanguard saloon, grey.—Below.

GORDON CARS (LONDON), Ltd.—1949 Standard Vanguard saloon, bronze.

GORDON HOUSE, 373, Euston Rd., London, N.W.1. Euston 6611. [5342

VANGUARD, 1949, green, leather, good condition, 13,000 miles; only £950.—Chelmsford 2318. [5714

GOLDERS GREEN.—H. A. Saunders, Ltd., 1949 Standard Vanguard, grey/red; £1,025.—144, Golders Green Rd. Spe. 0011. [5193

1950 (July) Vanguard, heater, radio, leather, impeccable; £1,350.—Sayer, 58, Grafton St., Coventry. Cov. 61568 [4746

1950 Vanguard, black, red leather, heater, 7,600 miles, carefully used, owner going abroad. —Dr. Lucy, Balham 7009. [4161

1949 Standard Vanguard, black, red cloth upholstery, low mileage, perfect condition, 3 months' guarantee; £1,100.

CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13. Lee Green 8585. [4308

1950 Vanguard grey 8,000 miles heater, immaculate condition.—Graham Fine, 33, Great Portland St. Langham 2439 and 1694. [4717

1950 Vanguard saloon, 7,000 miles, as new; £1,295.—Barnes Garage, 315, Finchley Rd., Hampstead, N.W.3. Ham. 2221. Mai. 1627. [5630

TANKARD & SMITH, Ltd., offer 1949 Standard Vanguard, radio, heater, leather upholstery; £1,110.—226-232, High Rd., N.15. Stamford Hill 3291. [5397

1950 (August) Standard Vanguard saloon de luxe, leather, heater, small mileage; £1,225.—Brown's Garage, Loughton (Essex) 4119. (Tube.) [4993

STANDARD Vanguard saloon 1950, 9,000 miles, maroon with beige leather, radio and heater.—Lamb's Ltd., Standard House, Southend Rd., Woodford. Wan. 0123 (8 lines). [5125

975 gns.—Vanguard 4-door de luxe, 12,000 miles, genuine bargain.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [5037

3000 miles.—1950 Vanguard, maroon, fawn leather, radio, heater, indistinguishable from new.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [5988

1949 Standard Vanguard saloon, first registered 22/10/49, finished in black with brown leather upholstery, genuine mileage 14,000, one private owner, fitted radio, in perfect condition.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [5323

£1095—Standard Vanguard saloon, finished metallic green with maroon cloth interior, genuine 11,000 miles, spare tyre unused, superb condition.—Robbins, East Putney. Tel. 4581. [4061

9000 miles only!—1949 Vanguard saloon in black, really spotless condition throughout, loose covers over leather since new, many extras including heater, twin spotlights, twin outside mirrors, chromium mascot and wing flagstaff, real opportunity; £1,025.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4725 [4571

STANDARD VANGUARD

THE car of world-wide repute, Standard Vanguard, first licensed April, 1949, and is in beautiful condition, finished in metallic champagne and upholstered in blending cord, fitted with radio, heater and demister, a really handsome car of market value £1,310 but offered at £1,150; exchange or terms.

MARBLE ARCH MOTOR SUPPLIES, Ltd., Lower High St., Watford, Herts. Tel. Watford 4491. [5267

STANDARD MISCELLANEOUS

SALES, service, spares.

STANDARD and Triumph distributors for Croydon, Purley, Caterham, Epsom, Mitcham and Beckenham areas.

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Tel. Cro. 6066-9. [0052

TANKARD & SMITH, Ltd., offer the choice of many Standard 8s, 10s and 12s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—196, King's Rd., S.W.3. Tel. Flax. 4801-3.

Standard Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Standard cars.—150, Park Lane, W.1. Grosvenor 3434

R

S

ROWLAND SMITH'S, the Standard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH immediately for good Standard.—H. F. Edwards, 28, Upper High St., Epsom. 9400. [5224

URGENTLY need post-war Standard.—21, Kirksta... Rd., S.W.2. Tulse Hill 1288 (day). [0751

ALMOST new Standard required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0860

MARSTON MOTOR Co. Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0181

CASH buyers of low-mileage Standard 12s, 14s, Vanguards, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0801

APPROACH us first before disposing of your Standard car.—Tankard & Smith Ltd., 194-198, Kings Rd., S.W.3. Flaxman 4801-3. [5617

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Standard cars in first-class condition.—May. 5051. [3047

ALBERT FARNELL, Ltd., would appreciate the offer of your Standard if wishing to sell.—75, Manningham Lane, Bradford. Tel. 28827-8. [0216

STARNES MOTORS, 103, Cricklewood Broadway, N.W.2, require modern Standard cars in really good cond., cash or exchange. Tel. Gla. 2480. [0451

IF your car is in London and is a post-war model it can be seen and purchased within an hour of 'phoning Mayfair 7654, the London Buying Office of Lamb's, Ltd. (Woodford, Essex), Slough House, 16, Berkeley St., W.1. [4742

Standard Spares and Service

S & T

STANDARD & TRIUMPH SALES Ltd.—Service and spares for all models; manufacturers' largest stockist in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maida Vale 9114 (10 lines).

STANDARD spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29459.

BARKER'S MOTORS (LONDON), Ltd. (Tel. Balham 6666), for Standard spares, sales and service.—203, Balham High Rd., S.W.17. [0522

REPAIRS and service for Standard and Triumph cars by the Standard agents.—Kelross Garage, Highbury Grange, N.5. Canonbury 3190. [0284

STANDARD and Triumph spares.—Post your enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 20405. [1035

RECONDITIONED and guaranteed engines fitted, quick service, all models 1939-48.—Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 3408. [5443

STANDARD spares for all models, largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0859

SPARE parts by return of post; quote commission number of car when ordering.—Whites Garage, Ltd., Standard and Triumph Car Distributors, Grimsby. Tel. 5486. [0475

BROCKHURST GARAGE.—Harrow agents for Standard, Triumph, sales, service, spares, reconditioned unit.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0855

LANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911).—Full range of spares; 'phone, write or call; orders dispatched immediately.—39-43, Eden St., Kingston. Kin. 3151-4. [0286

K. J. MOTORS, Ltd., have available for immediate delivery, reconditioned engines and vast stock of spares for all models; the Standard specialists for over 25 years.—137-149, Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9. [0367

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines guaranteed 3 months; Girling-Bendix stockists.—Arcadia Ave., Finchley, N.3. Finchley 5908-9. [0002

STUDEBAKER

SIMPSON'S MOTORS, offer:—

1950 Studebaker Champion 4-door saloon, heater, seat covers.

1948 Studebaker Commander, electrically operated hood, all accessories; for full list see under American Cars.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 6691/2. [5019

1939 Studebaker Champion 22hp saloon, fitted loose covers, oil consumption negligible, petrol consumption 27 mpg; £425.

PETER BANTOCK CAR SALES, 104, High Rd., Chiswick 2725/5870. [5465

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STUDEBAKER

1949 reg. Studebaker 2-door 20,000 miles; r.h.d., radio, heater, overdrive, Tartan loose covers, this car is as new.—Graham Fine, 33, Great Portland St., Langham 2439 and 1694. [4718

1950 Studebaker Regal de luxe Champion, power operated convertible, with every extra, right-hand drive, 3,000 miles, a superb car.—Taylor and Crawley, 48 Kensington Court, W.8. Western 6015. [4780

1950 Studebaker Land Cruiser saloon, overdrive, radio, heater, demister, right hand drive, absolutely immaculate, 8,0000 miles.—Taylor and Crawley, 48 Kensington Court, W.8. Western 6015. [4781

1948 model Studebaker Commander 6 touring saloon, equipped with overdrive and special wide 6-seater body of ultra-modern design, latest type wide curved windscreen and rear window, pull-to external door handles, all the usual extras and luxurious internal fittings, very low mileage.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue. Hire purchase, part exchanges, free delivery. Showrooms open till 8 p.m. from Monday to Saturday. [5420

Studebaker Cars Wanted

S M

SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists urgently require all models Studebaker. Wembley 8691/2. [0673

DICKS.

THE Studebaker buyers.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [1290

SIMPSON'S MOTORS (WEMBLEY), Ltd.

THE American Car Specialists.

URGENTLY require all models Studebaker. Tel. Wembley 8691/2. [0810

SUNBEAM

1935 Sunbeam Dawn 12.8hp saloon, recent £50 overhaul including rebore, brakes relined, carefully maintained and in very clean condition; £200, private sale by owner.—44, Orton Ave., Walmley, Sutton Coldfield, Warwicks. [5145

SUNBEAM-TALBOT

CAR MART, Ltd.

1949-50 Sunbeam-Talbot 80 saloon, 10,000 miles; £1,275.

1948 Sunbeam-Talbot 2-litre tourer, 21,000 miles; £795.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [5306

R. F. FUGGLE, Ltd.

1950 (March) Sunbeam-Talbot 90 saloon, grey with grey leather, one owner, 13,000 miles, heater, radio and other accessories; £1,345.

1946 (December) Sunbeam-Talbot 2-litre saloon, grey with grey leather, 21,000 miles, choice of two; £935.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [4944

H. A. SAUNDERS, Ltd., offer:—

1950 Sunbeam-Talbot 80 saloon, green with brown leather upholstery, 6,000 miles; £1,345.

H. A. SAUNDERS, Ltd., 836-842, High Rd., N.12. Hillside 0024. [4929

BROOKLANDS for Individuality.

1950 Sunbeam-Talbot 80 saloon, metallic green, speedometer reading 10,000.

1950 Sunbeam-Talbot 90, metallic bronze, speedometer reading 8,000 miles.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351/6. [5064

WARWICK WRIGHT, Ltd., offer:—

1950 Sunbeam-Talbot 80 saloon, black, buff leather, 11,000 miles.

1950 Sunbeam-Talbot 80 saloon, gunmetal grey, grey leather, radio and heater, 8,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [5459

GUY SALMON AUTOMOBILES, Ltd., offer:—

1950 Sunbeam-Talbot 90 saloon, one owner, low mileage, immaculate condition; £1,395.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [5252

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

1948 Sunbeam-Talbot saloon, black; £895.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 5656 and 5658. [5608

GORDON CARS (LONDON), Ltd.—1950 Sunbeam-Talbot 90 saloon, green.

GORDON HOUSE, 373, Euston Rd., London, N.W.1. Euston 6611. [5341

1948 Sunbeam-Talbot 2-litre saloon, immaculate condition, taxed; £845.

BIRKETT MOTORS Ltd., 544, High Rd., Leytonstone, E.11. Ley. 5259. [5556

1950 Sunbeam-Talbot 90 drop head foursome, negligible mileage, as new.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [5007

1949 Sunbeam-Talbot 80, black, radio, covers, perfect, 6,000 miles; £1,275.—Box 3943. [4890

1950 Sunbeam-Talbot, 6,000 miles.—Autowork, Ltd., Winchester. Tel. Winchester 4834/3406. [4816

1950 Sunbeam-Talbot 90 saloon, 6,000 miles; £1,400.—C. A. Peto, Ltd., 42, North Audley St., W.1. May. 3051. [5456

SUNBEAM-TALBOT 80, reconditioned 1950, silver green, unused 1951; £1,250.—Tel. Molesey 2666. Molesey 202 after 6 p.m. [5665

1950 Sunbeam-Talbot 90 saloon, 200 miles.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [5508

SUNBEAM-TALBOT

1939 Sunbeam-Talbot 10 saloon, also 37 model, both very attractive cars; part exchange, finance.—Park 6736 and Aylesbury 164. [5249

1950 (July) 90 saloon, one very careful owner, H.M.V. radio, heater, etc.; £1,565.—Mitchell, 1, Balham High Rd., S.W.12. [8860

SUNBEAM-TALBOT 14hp saloon car, registered 1950, showroom condition; £1,500, no dealers.—Mrs. I. Droth, 39, Vallance Gdns., Hove. Tel. Hove 36426. [5090

1948 Sunbeam-Talbot 10 saloon, dark green, Radiomobile, excellent condition, private owner, £925.—Tel Welbeck 3574, or write Box 3887. [4723

1939 Sunbeam-Talbot 10hp 4-door saloon, colour grey, unmarked, factory reconditioned engine; £550.—Grove Motors, North Rd., Southall 3477. [5005

1950 (November, 1949) Sunbeam-Talbot 80 saloon, gunmetal, as new throughout, one owner; £1,195.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [2478

1950 (Mar.) Sunbeam-Talbot 90 convertible coupe, black, brown leather, taxed Dec., 5,800 miles only, one owner, current list price £1,375; our price today £1,585.

SIX months' written guarantee; trade enquiries welcomed.

McKINNON MOTORS, Ltd., "Langham House," 3, Stafford Rd., Wallington, near Croydon, Surrey. Established 1906. Tel. Wallington 5404. [4792

1950 (May) Sunbeam-Talbot 80 saloon, satin bronze with red leather, 6,000 miles, as new, £1,325.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [5719

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1939, attractive and original finish in metallic grey, a really well maintained little car; two owners, both fastidious and careful drivers; excellent value at £595.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1939, similar model to above, slightly earlier registration and higher mileage, excellent mechanical order, new Dunlop tyres; £545.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1939, fitted works reconditioned engine Nov., 1950, many extras, heater, demisters, dual pass lights and mellow tones; whole car in really outstanding order for a pre-war model; £625.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, Oct., 1946, silvery grey with grey leather, carefully used and in very good condition; £745.

CAMDEN MOTORS.—Sunbeam-Talbot 80 saloon, satin bronze with red leather, recorded mileage 9,815, one fastidious owner; £1,245.

CAMDEN MOTORS.—Sunbeam-Talbot 90 foursome drop head coupe (convertible), green with fawn leather, immaculate throughout; £1,395.

CAMDEN MOTORS.—Sunbeam-Talbot Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for our post-free catalogue of 400 cars; hire purchase, part exchanges, fares refunded in full to purchasers from any part of the country; free delivery anywhere in the United Kingdom; showrooms open till 8 p.m. Monday to Saturday. [5418

Sunbeam-Talbot Cars Wanted

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ROOTES.

DISTRIBUTORS.

REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3252.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0111

R

ROWLAND SMITH'S, the Sunbeam-Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0990

CASH immediately for good Sunbeam-Talbot.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [5225

CASH buyers of low-mileage Sunbeam-Talbot 10s and 2-litre; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0802

CRIPPS, of Nottingham, urgently require all recent models Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., The Sunbeam-Talbot Distributors, Parliament St., Nottingham. Tel. 46381. [0482

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0089

TALBOT

CARR BROS. offer:—

1934 Talbot 14hp d/h coupe, bodywork perfect and cream cellulose in beautiful condition, interior very clean; exceedingly attractive appearance throughout, gear box perfect, but engine requires attention; £195.

CARR BROS. GARAGES, Ltd., Purley, Surrey. Upl. 4812. [5213

TALBOT 10 saloon, 1936, very smart, good throughout; £295.—Bec. 6168 evenings. [5403

1951 Talbot 10hp coupe, in good condition throughout, excellent tyres, good mechanically; bargain, £325.

COLE'S GARAGES, Worple Rd., Wimbledon, London, S.W.19. Tel. Wimbledon 0195/6. [549[illegible]

TALBOT 1935 14hp saloon, engine just sleeved, sell or exchange 10 or 8; offers.—Macilwaine, Brough, Yorks. [5372

TALBOT 10 saloon, faultless condition, enthusiast's car, must be seen and tried! £445.—Midland Motor Co., Traffic St., Derby. Tel. 46614. [5501

TALBOT

£135.—Talbot 75 saloon 1934/5, nice condition and appearance, good tyres, battery.—7, Radcliffe Rd., Croydon 1503 (after 6). [5132

1938 Talbot 10 saloon, just recellulosed, silver gunmetal, in very good condition throughout, any trial; £450.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [7743

R. F. FUGGLE, Ltd., invite enquiries for two outstanding Talbot cars: A 105 short chassis close coupled tourer, AYL 7 and a 110 2-door sports saloon by James Young; price £650 each.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [4945

3-litre Talbot saloon, 1938, one owner since new, genuine mileage 57,000, recent £200 mechanical overhaul by makers; offers to: Clarke & Simpson, 73-79, Cadogan Lane, S.W.1. Sloane 4727. [4576

1935 Talbot 95 saloon, exceptionally clean interior, good tyres, bodywork and mechanical condition; £165.—Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 3408. [5484

245gns.—Talbot 75 (August, 1937) 18hp de luxe 4-door saloon, black, sliding head, fawn leather, synchromesh, good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5587

Talbot Cars Wanted

CASH immediately for good Talbot.—H. F. Edwards, 28, Upper High St., Epsom, 9400. [5229

ROWLAND SMITH'S, the Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0991

TRIALS CARS

AUSFORD 1947 10hp 2-seater, mileage 2594, new hood, 600×16 rears, Ford 10 engine, gear box Runbaken; £185.—68, Nelson Rd., Witton, Birmingham. View any-time. [4727

TRIUMPH

J. DAVY offers:—

TRIUMPH Renown (1950, August), grey/grey hide, heater, one owner, 11,000 miles only, £1,575.

TRIUMPH Roadster 1947, 1800 model, grey/blue hide, 18,000 miles only; £925.

YEOMANS Row, Brompton Rd., S.W.3. Tel. Kensington 1108. [5043

CAR MART, Ltd.

1948-9 Triumph 1800 saloon, radio, 22,000 miles; £1,050.

1949 Triumph 2000 roadster, 14,000 miles; £1,195.

1950 Triumph 2000 Renown saloon, heater, 5,000 miles; £1,675.

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [5308

NEWNHAMS, Ltd.

1946 (October) Triumph 1800 saloon, black with beige, fitted radio, loose covers, excellent condition.

NEWNHAM HOUSE, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [5025

RUSSELL MOTOR offer:—

1949 Triumph 2000 Roadster, moderate mileage.

THE above car subject to any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [3993

TOM GARNER, Ltd., offer:—

1949 Triumph 2000 razor-edge saloon, grey with grey leather, 10,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [4839

H. A. SAUNDERS, Ltd., offer:—

1949 Triumph 2000 saloon, black with beige interior, 10,000 miles; £1,495.

H. A. SAUNDERS, Ltd., 836-842, High Rd., N.12. Hillside 0024. [4925

WARWICK WRIGHT, Ltd., offer:—

1950 Triumph Renown saloon, maroon, red leather, heater, 16,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [5622

CHARLES FOLLETT, Ltd., offer:—

£1480.—Triumph Renown 1950 saloon, gunmetal, grey leather, one owner, heater, 26,000 miles, excellent condition throughout; reasonably priced; guaranteed.

18, Berkeley St., W.1. May. 6266.

SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936/8. [5385

H. M. BENTLEY & PARTNERS, Ltd.

1949 (April) Triumph 2000 Roadster, finished in black with red leather interior, 12,000 miles only; £1,095.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [5599

GORDON CARS (LONDON), Ltd.—1950 Triumph Renown saloon, grey.—Below.

GORDON CARS (LONDON), Ltd.—1949 Triumph 2000 saloon, black.—Below.

GORDON CARS (LONDON), Ltd.—1949 Triumph 2000 Roadster, grey.—Below.

GORDON CARS (LONDON), Ltd.—1949 Triumph 2000 Roadster, black.—Below.

GORDON CARS (LONDON), Ltd.—1948 Triumph 1800 Roadster, grey.

GORDON HOUSE, 373, Euston Rd., London, N.W.1. Euston 6611. [5339

1949 Triumph 2000 sal., 8,000 miles; £1,495.—C. A. Peto, Ltd., 42, North Audley St., W.1. May. 3051. [5455

1948 (June) Triumph Roadster 1800, polychromatic grey, blue leather, excellent condition, mileage 19,500; £925.

TRIUMPH Roadster 2000, polychromatic green, green upholstery and hood; appearance, performance as new, mileage 12,000; £1,100.—A. H. Turner, Ltd., Markham Moor, Retford, Notts. Tuxford 215. [5157

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

TRIUMPH

1950 (June) Triumph Renown saloon, grey, leather, Masteradio, heater, one owner, 9,400 miles only, untaxed; £1,695.

1949 (April) Triumph 2000 razor-edge saloon, black, beige leather, twin chromium spot lamps, taxed Dec., one owner, 10,000 miles only; £1,525.

SIX months' written guarantee; trade enquiries welcomed.

McKINNON MOTORS, Ltd., Langham House, 3, Stafford Rd., Wallington, near Croydon, Surrey. Established 1906. Tel. Wallington 3404. [4793

1949 Triumph 2000 Roadster, first registered 2-3-49, one owner, 12,000 miles; finished in bronze, in first-class condition throughout.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [5321

1948 Triumph razor-edge saloon, grey; £1,095.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [4855

1950 Triumph Mayflower saloon, 4,000 miles.—Green and Zon's, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [3507

1938 Triumph Dolomite 14hp saloon de luxe, one owner, excellent condition; £495.—Brown's Garage, Loughton (Essex) 4119. (Tube.) [4992

1949 Triumph Roadster 1800, excellent condition; £1,195.—Automotors (Southport), Ltd., 5, Albert Rd., Southport. Tel. Southport 4164. [4054

1949 Triumph 2000 Roadster, black/red leather, 12,000 miles, perfect condition.—Ireland Bros. (St Neots), Ltd., St. Neots, Hunts. Tel. 37. [4941

TRIUMPH Renown sln. 1950, 12,000 mls., grey with grey leather, radio and heater.—Lamb's, Ltd., Standard House, Southend Rd., Woodford. Wan. 0123. [5126

1937 Triumph 14hp sports saloon, engine reconditioned, 6,000 miles; £385.—Vandervells (buyers of good used cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [2116

1948 Triumph razor-edge saloon, 12,000 miles, a real specimen car; £1,095; cash or terms.—Blue Star Garages, Ltd., 364, Kensington High St., W.14. Western 9851. [5550

795gns.—Triumph 1800 (June, 1946) Roadster coupe, steel grey, blue leather, radio, Windtone horns, carefully used, excellent condition, terms, exchanges.—Rowland Smith, below.

975gns.—Triumph 1800 (October, 1948) razor-edge 4-door saloon, black, fawn leather, heater, one careful owner, exceptional condition, year's tax; terms, exchanges.—Rowland Smith, below.

1095gns.—Triumph 2000 1949 Roadster coupe, champagne, tan leather, Windtone horns, one careful owner, small mileage, practically new condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5588

1949 series Triumph 2000 Roadster, one owner, green with red leather upholstery, exceptional condition; £1,035.—Dixon's Garage, 134, West Hill, Putney, S.W.15. Putney 0596. [4436

TRIUMPH Roadster 2000, first registered July, 1949, one meticulous owner throughout, grey, mileage 22,000; first £1,000 secures.—Mrs. D. M. Baker, Ilona, Amersham Rd., High Wycombe. Tel. 11. [5370

CAMDEN MOTORS.—Triumph 2000 Roadster, March, 1949, black with fawn leather, late property of chief technical engineer, immaculately maintained and in outstanding mechanical order; £1,045.

CAMDEN MOTORS.—1800 Roadster, 1948, immaculately finished in silver grey with red leather, one fastidious owner, recorded mileage 16,145; £895.

CAMDEN MOTORS.—Triumph 14hp Vitesse sportsman's 4-door saloon de luxe, 1937, attractive low-built bodywork, modern features and instruments, special "grouped" chassis lubrication system, very fast with vivid acceleration, excellent tyres; £325.

CAMDEN MOTORS.—Triumph 2-litre special Dolomite sports saloon, 1938, in steel grey with grey leather, many special features, magnificent performance; £375.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines).—Write for our post-free catalogue of 400 cars; hire purchase, part exchanges; fares refunded in full to purchasers from any part of the country; free delivery anywhere in the United Kingdom; showrooms open till 8 p.m. Monday to Saturday. [5427

TRIUMPH 1800 Roadster, July, 1948, mileage 29,000, ivory/maroon interior, absolute perfect condition throughout; must sell; nearest £890.—404, Wake Green Rd., Moseley, Birmingham. Springfield 2300. [5357

1949 Triumph 2000 Roadster, grey/grey leather, radio, 19,000 miles, exceptional condition, any inspection, 3 months' guarantee; £1,175.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [5086

1949 Triumph Roadster, grey with red leather, 15,500 miles, new engine at 9,500 miles, Notek, one owner; £1,150; any trial; A.A. inspection welcomed.—Dyer, "Raeshaw," Buckingham Rd., Shoreham-by-Sea, Sussex. Tel. Shoreham 2787. [5282

TANKARD & SMITH, Ltd., offer 1949 Triumph Roadster in opalescent grey with blue leather, speedometer reading 9,000 miles which, from the condition of the tyres and whole car, should be genuine; £1,175; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801-3. [4860

£525—1939 model Triumph Dolomite 14/60 de luxe saloon, a chance to acquire a pre-war quality car that looks equal to post-war, recellulosed, most parts rechromed, tyres as new, wonderful performance, whole car in beautiful condition, engineer owner.—Roxeth Hill Motors, 4, Roxeth Hill, Harrow. Byron 2016. [5171

Triumph Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Triumph cars.—320, Euston Rd., N.W.1. Euston 1212.

CASH immediately for good Triumph.—H. F. Edwards, 28, Upper High St., Epsom. 9400. [5230

ROWLAND SMITH'S, the Triumph buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

ALMOST new Triumph required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0853

MARSTON MOTOR Co., Ltd., for your Triumph.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0182

CASH buyers of low-mileage 1800 and 2000 Triumphs, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0804

BRITISH & COLONIAL MOTORS, Ltd., require good Triumph cars.—Upper St. Martin's Lane, W.C.2. Tem. 3508. [5102

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require post-war small mileage Triumph cars in first-class condition.—May. 3061. [3048

IF your car is in London and is a post-war model it can be seen and purchased within an hour of 'phoning Mayfair 7654, the London Buying Office of Lamb's, Ltd. (Woodford, Essex), Slough House, 16, Berkeley St., W.1. [4745

Triumph Spares and Service

S & T

STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockists in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.2. Maida Vale 9114. (10 lines).

NEWNHAMS, Ltd.

TRIUMPH specialists, service and spares for all models, incl. Dolomite type radiator grilles.—Newnham House, 235-7-9, Hammersmith Rd., W.6. Riv. 4646. [1539

BASIL ROY, Ltd.—Triumph spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733.

STANDARD and Triumph spares and service, replacement units.—W. T. Richards (Bexleyheath), Ltd., 74-78, Broadway, Bexleyheath. Tel. 1666-7. [0499

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingdrake Automobile Co. Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0855

UTILITY CARS

DICKS.

1949 Ford 8, coachbuilt body; £495.

1947 (registered) Ford V.8 30hp utility, full 8-seater, wood manufactured body, £10 tax; £550.

1938 Rover 14 utility, well-built body, 6-seater.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [4440

ROUNDABOUT offer:—

1946 Hillman estate car; £750.

ROUNDABOUT GARAGE, Western Avenue, Greenford, Middx. Waxlow 1071-5. [5010

COACHCRAFT offer:—

£250—1937 Rover 14 utility brake, extremely useful vehicle in good running order; terms and exchanges.

1939 Hillman utility 4-door brake, available for A.A. or R.A.C. examination; £325.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [5405

1949 Austin A40 Countryman, superb.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [2052

W. J. BROWN, Ltd., used Ford specialists.

1947 Fordson 5cwt Martin Walter Utilecon; £475.

W. J. BROWN, Ltd., Ford Main Dealers.

339, Finchley Rd., N.W.3. Hampstead 4414.

ADJACENT Finchley Road Stations. [4034

READ BROS. MOTOR CO. (LONDON), Ltd., offer:—

1948 Bedford 12hp Utility, £625; 1947 Austin 8hp Utility, £445.

MANY others; terms, exchanges.—56, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1604. [4643

1927 Rolls-Royce 21hp Utility.—Autowork, Ltd., Winchester. Tel. Winchester 4834/3406. [4815

1949 Bradford Utility, one owner, low mileage, immaculate and mechanically superb, guaranteed; £525.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [4845

1948 Lea-Francis 14hp shooting brake in excellent condition, 10,000 miles only; £800.—George Parry, Forden, Welshpool. [5281

L. F. DOVE, offer, 1948 Hillman estate car, one owner, excellent condition; £750.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [5467

AUSTIN 10, personnel utility, excellent condition, £295; Morris 10 £275.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [5703

BRADFORD utilities for sale serviced by us, main agents since 1922.—Bunting's Motor Exchange, Bonnersfield Lane, Harrow. Tel. 6225-6. [0621

BRADFORD (Nov., 1948) utility de luxe, seat 4 adults and 4 children, as new; £625.—Driscoll, 31, Riverdale Gardens, Twickenham. Popesgrove 1552. [5354

1947 Minx 10hp estate car, genuine Hillman 4-door body, folding rear seat, magnificent condition, low mileage; £755 or exchange.—342, King St., Hammersmith. Riv. 2837-8. [5178

1950 A40 Austin 5-seater utility, low mileage, as new; 1947 Ford Mercury 8-seater, immaculate condition throughout; 1949 Standard 14 5-6-seater, excellent condition; 1937 Hillman 10 5-seater; cash, terms or exchanges.—Jack Stone & Son, 221, Upper Richmond Rd., Putney. Tel. day and night, Putney 1054-5, 2276-7. [5505

1950 Bradford 4-light van, as new, 6,000 miles only, many extras, £650; also 1948 6-light, reconditioned by makers, £450.—Haward, 10, Orchard Ave., London, N.20. Hil. 2014. [4183

NEW Austin 16hp taxicab chassis with coachbuilt 7-passenger utility body, easily converted to flat floor; £1,435, including purchase tax.—Prynn & Stevens, Ltd., Austin Distributors, 57, Acre Lane, S.W.2. Brixton 1155. [2088

795gns.—Alvis 14, December, 1948, 4-door 5-seater utility, natural timber body, maroon bonnet and wings, glass all round, removable rear seat, drop tailboard, Windtone horns, one owner, excellent condition; terms, exchanges.—Rowland Smith, below:—

495gns.—Dodge utility, 1947 (£10 tax), 28hp specially imported 4-door 8-seater station wagon, natural hardwood body, glass all round, removable rear seats, drop tailboard, right-hand drive, excellent condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5589

32hp Dodge dual-purpose brake, four-wheel drive, undefeated cross country and climbing performance, 1st class condition; carries 1 ton dead weight, pulls 5-ton load; 1st registration 18/5/48; mileage 13,152; tax £10; insured 15/8/52; nearest offer £400.—Box 4003. [5543

1951 (first registered) Hillman 10, just fitted natural hardwood body with drop tailboard and glass all round; fold-flat rear seats; immaculate maroon cellulose and chrome fittings; good tyres, and new battery; view London by appointment; £450.—Wilson, 129, Harley St., W.1. Wel. 4647. [5644

Utility Cars Wanted

CASH buyers of low-mileage utilities; distance no object.—Hattons, Lord St., Stockport. Tel. 2262.

ROWLAND SMITH'S, the Utility car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0991

HILLMAN estate car wanted; state condition and price.—J. R. Inwards, Ltd., High St., Ruislip 3033/4/5. [4687

ALL types utilities wanted for cash.—Read Bros. Motor Co. (London), Ltd., 56, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1604. [0324

JACK STONE & SON will purchase immediately 10-30hp utility shooting brakes or vans.—221, Upper Richmond Rd., Putney. Tel. day and night, Putney 1054-5, 2276-7. [5287

VAUXHALL 10

GATEHOUSE offer 1939 Vauxhall 10 saloon; £465.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [1029

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

1940 Vauxhall 10hp, black, blue leather upholstery, completely recellulosed, mechanically sound, tyres good; £500.

ALWAYS a good selection of used Vauxhalls in stock. H.M.L. will purchase for cash all Vauxhall cars, including latest models. [3971

1946 Vauxhall 10 de luxe saloon, in excellent condition; £610.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [4360

1947 Vauxhall 10 saloon, black with brown upholstery, in excellent condition; £700.—Coles, 38, Howard Rd., Coulsdon (after 8 p.m.). Uplands 3747. [5146

1940 Vauxhall 10hp saloon in very nice condition, recellulosed, new head linings; £525.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Tel. Streatham 8638. [3917

VAUXHALL 12

1948 Vauxhall 12 saloon, black, brown interior, taxed, £755.

BIRKETT MOTORS, Ltd., 544, High Rd., Leytonstone, E.11. Ley. 5259. [5559

£425—Vauxhall 12-4 1939 saloon, leather interior, metallic finish, good tyres, many extras, many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50 yds. Holland Park Tube.) [4716

1948 Vauxhall 12 saloon, in very nice order, tyres all new, taxed year; £785 or very near offer for quick sale.

WADHAM GARAGES, Ltd., Weston-super-Mare. Tel. 269; after 5.30 p.m. Tel. 6185. [4769

1948 12 saloon, black, perfect condition, 20,000, extras including 4 spare new tyres; £825.—Tel. Bushey 2044. [4751

1947 Vauxhall 12 de luxe saloon, new engine just fitted, quite unmarked; £725.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [5637

1946 (Dec.) (£10 tax) Vauxhall 12 black saloon, brown leather with covers, radio, heater, 36,000 miles; £700; (Surrey).—Box 3998. [5538

£685—Sept., 1946, Vauxhall 12hp de luxe saloon, in black with dark blue leather upholstery, good order, new Dunlop tyres, excellent value.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue; hire purchase, part exchanges; free delivery; showrooms open till 8 p.m. from Monday to Saturday. [5424

1948 Vauxhall 12, 13,000 only, one owner, immaculate; £850.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [4997

1939 (June) Vauxhall 12 saloon, black, and brown leather, 6,000-mile rebored engine, good condition.—Shaw Motors, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3031-2. [2036

1950 Vauxhall 12hp Wyvern de luxe saloon, heater and radio, etc., low mileage, hallmarked peak condition, careful owner; £1,095; cash or terms.—Broadway Motor Co., 3-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494. [5725

675gns.—Vauxhall 12, Sept. 1946, 4-door saloon, black, sliding head, brown cloth, carefully used, exceptional condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5590

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

VAUXHALL 14

KENTISH & THOMSON, Ltd.

1947 Vauxhall 14 saloon, black, brown leather, exceptionally well maintained and in excellent condition throughout; £815.

564—566, Wickham Rd., Shirley, Croydon Springpark 5477. [4667

1938 Vauxhall 14 saloon; £340.

DOUGLAS CAR SALES, 806-822, Great Cambridge Rd., Enfield. Tel. Enfield 3150. [5555

WEMBLEY COURT MOTORS offer:—

1939 Vauxhall 14 saloon, black, in splendid condition throughout, any trial; £575.

1937 Vauxhall 14 touring saloon, black, just recellulosed, in excellent condition throughout; bargain, £325.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [4439

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1938 Vauxhall 14 saloon, black, brown leather upholstery, one owner since new, taxed; £495.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [4110

£425—1937 Vauxhall 14 saloon; £238 recently spent.—Lawton-Goodman, 56, North Audley St., W.1. [4298

1935 Vauxhall 14 saloon, nice order throughout, bargain; £195; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 & 5774. [5209

1936 Vauxhall 14 Grosvenor coupe, perfect condition; £325.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Meadway 2288. [5622

£225—1935 Vauxhall 14 de luxe saloon, black, brown leather, very clean condition.—The Haverstock Garage, Haverstock Hill, N.W.1. Tel. Gulliver 2422. [5681

1946 (July) Vauxhall 14 J type saloon, black with brown leather, fitted with link mats, 32,000 miles since new, in excellent condition throughout; £795.—Robbins, East Putney. Tel. 4581. [5441

CASS'S MOTOR MART.—1938 Vauxhall 14 de luxe saloon, recellulosed golden brown, reconditioned engine and suspension fitted, faultless, written guarantee.—5, Warren St., W.1. Euston 3523. [3572

VAUXHALL WYVERN & VELOX

CAR MART, Ltd.

1949 Vauxhall Wyvern saloon, heater, 9,000 miles; £1,065.

1949 Vauxhall Velox saloon, heater, 13,000 miles; £995.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [5292

CYRIL SHEPPARD offers:—

1950 Vauxhall Wyvern, black, brown leather, 10,000 miles, seat covers and mats as new; part exchanges, hire purchase and insurances arranged.—102, Kings Rd., Reading. Tel. Reading 2712. [5553

PHILIP RICKARDS, Ltd., offer:—

1950 (June) Vauxhall Velox saloon, black/heater, 6,100 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [4966

H. A. SAUNDERS, Ltd., offer:—

1950 Vauxhall Wyvern saloon, black with brown interior, radio, heater, etc., 11,000 miles; £1,165.

H. A. SAUNDERS, Ltd., 836-842, High Rd., N.12. Hillside 0024. [4928

H. A. SAUNDERS, Ltd., offer:—

1950 Vauxhall Velox saloon, black with brown interior, radio, heater, etc., 4,000 miles; £1,295.

H. A. SAUNDERS, Ltd., 836-842, High Rd., N.12. Hillside 0024. [4926

WADDINGTON MOTORS, Ltd., offer:—

1949 (Sept.) Vauxhall Wyvern saloon, taxed year, immaculate condition throughout; £1,050.—Fortune Green Rd., N.W.6. Ham. 2211. [9127

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

1949 Vauxhall Velox saloon, black, brown leather, radio, heater, 17,000 miles; £1,025.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 5656 and 3658. [4222

1950 Vauxhall Wyvern saloon; £1,160.—Robbins, East Putney. Tel. 4581. [4657

GOLDERS GREEN.—H. A. Saunders, Ltd.—1950 Vauxhall Wyvern saloon, blue/brown, 5,754 miles; £1,090, below.

1949 Vauxhall Wyvern saloon, black/fawn, low mileage; £995.—144, Golders Green Rd., Spe. 0011. [5188

WYVERN (October, 1949), black, heater, 12,000 miles, immaculate, highest offer secures.—Sanderstead 1554 after 6 p.m. [5130

VAUXHALL Velox 1949 saloon, beautiful condition throughout; £1,050 or terms.—Robin Wood Garage, S.E.19. Sydenham 6500. [8843

1950 Vauxhall Velox saloon, green with green leather upholstery, fitted with radio, heater and many extras, 7,000 miles.

1950 Vauxhall Wyvern saloon, green with brown leather upholstery, 11,000 miles; part exchanges, deferred terms; written guarantee.—Chain Garages, Hanger Lane, Western Ave., Ealing, W.5. Per. 4404-5. [5284

1950 Vauxhall Wyvern saloon, one owner car, 13,000 miles only, blue with brown interior, fitted radio, taxed end year; £1,125.

WHEELERS (NEWBURY), Ltd., The Broadway, Newbury. Tel. 1020. [4738

2000 miles only.—1950 Vauxhall Velox saloon.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [5108

300 miles only.—1950 Vauxhall Wyvern saloon.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [5109

VAUXHALL WYVERN & VELOX

1949 Vauxhall Velox saloon, colour black, brown leather upholstery, many extras, genuine low mileage, taxed year; 979gns.

RAYMOND WAY, of Kilburn, hire purchase specialist, has 200 good used cars under £400. Maida Vale 5044. [3204

1950 Vauxhall Wyvern, mileage 6,000; trade enquiries welcomed.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. [4637

1950 Vauxhall Wyvern saloon, many extras, impeccable condition; £1,135.—Bertram Cowen, Hermitage Lane, Streatham. Pollards 2100. [4916

1950 model Vauxhall Velox, black, 12,000 miles, as new; £1,135.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [8182

1950 (August) Vauxhall Velox, green with green leather, fitted heater and radio, genuine 11,900 miles, as new; £1,195.—Robbins, East Putney. Tel. 4581. [5440

1950 Velox, 10,000 miles only, choice of two; from £1,175.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [4000

1949 Vauxhall Wyvern, black, showroom condition, wireless; reason selling, new vehicle; nr. offer £965.—Ferriday, Hazlemere, Hartshill, Oakengates, Salop. Tel. Sambrook 235. [5693

1949 Vauxhall Velox, black and brown leather, mileage 17,000, indistinguishable from new; £1,035.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3451-2. [4308

1949 Vauxhall Wyvern saloon, blue, radio, heater, loose covers, screen spray, 3 months' guarantee, any inspection; £1,025.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [5087

1949 (Aug.) Vauxhall Velox de luxe saloon, finished in pastel green, small mileage, taxed year, one owner, condition as new; £1,150.—K.L.M. Motors, Ltd., 101, Brighton Rd., Coulsdon, Surrey. Tel. Uplands 4841. [4331

1950 model Vauxhall Wyvern saloon, reg. Oct., 1949, grey, with brown leather, guaranteed 11,000 miles, perfect, £1,025.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [5720

TANKARD & SMITH, Ltd., offer 1950 Vauxhall Wyvern saloon de luxe, speedometer reading 4,000 miles only, black with fawn leather upholstery; £1,125. 3 months' written guarantee.—97, Peckham Rd., S.E.15. Tel. Rodney 2051. [3003

1949 Vauxhall Velox, black with brown leather upholstery, one private owner since new, in really immaculate condition; £995; trade enquiries invited.—B. J. Hunter, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [5604

VAUXHALL Wyvern saloon, first licensed July, 1950, mileage only 8,600, the whole car is 100% condition finished in grey with beige leather, licensed for year; compare this with others and you will certainly buy it at £1,145; exchanges or terms.

MARBLE ARCH MOTOR SUPPLIES, Ltd., Lower High St., Watford, Herts. Tel. Watford 4491. [4599

1949 Vauxhall Wyvern, sparingly used, sole private owner, unfailingly serviced, impeccably kept, coachwork, interior, car beyond criticism for performance, general condition; 915gns; terms, exchanges.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-8-9. [2258

VAUXHALL 25

1939 Vauxhall 25 de luxe 4-door sun roof saloon, black, nice order throughout, one owner from new; £350; exchange considered.—Pal. 7935. Turner, 9, Berkeley Court, Avenue Rd., Southgate, N.14. [4519

£995—Vauxhall 25 long chassis 1939 limousine, we offer what we consider to be the most immaculate pre-war limousine we have ever handled, first registered May, 1939, one owner only since new, taxed privately with a total mileage which we believe to be genuinely very low in view of the condition of the car which is almost unbelievable for a pre-war model, black coachwork is literally without blemish, the interior upholstery, which is in rich quality leather throughout would certainly not disgrace a car of 1950 production, equipped with winding division and face forward occasional seats, the interior fittings and accessories are in spotless order, even the carpets which are apparently original are entirely unworn, mechanical condition is in every way in accordance with the immaculate appearance, the closest examination cannot fail to reveal the outstanding qualities of this very fine car.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for our post free catalogue; hire purchase, part exchanges; free delivery; showrooms open till 8 p.m. from Monday to Saturday. [5425

A & S Limousine 1938 Grosvenor, partition, seven passenger, forward seats, magnificent condition, leather. Seen:—

ALPE & SAUNDERS (100 Limousines; Lists posted) Providence Court, Grosvenor Square. Mayfair 2941. [4982

VAUXHALL MISCELLANEOUS

S

SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellen condition throughout.

SELECTION of such modern Vauxhalls at

4—6 Berkeley Sq., W.1. Grosvenor 4328. [0017

VAUXHALL and other makes of used cars in good condition; let us know of your requirements. Tel. Uxbridge 737.—Gregory's of Uxbridge. [0039

GRAHAM BROTHERS (MOTORS), Ltd., main dealers, 7-15, Peter St., Manchester, 2 (Bla. 9887), always have a fine selection of post-war Vauxhall models carrying full warranty; your inspection invited. [0283

Vauxhall Cars Wanted

I REQUIRE post-war Vauxhall urgently.—Fortune, 33, Cambridge Rd., Wanstead, E.11. [0572

BRITISH & COLONIAL MOTORS, Ltd., require good Vauxhall cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [5101

Vauxhall Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Vauxhall cars.—150, Park Lane, W.1. Grosvenor 3434. [0975

S

SHAW & KILBURN, Ltd., Vauxhall main dealers,

WILL purchase modern Vauxhall cars.

4—6, Berkeley Sq., W.1. Grosvenor 4328. [0018

R

ROWLAND SMITH'S, the Vauxhall buyers.—Hampstead High St. (Hampstead Tube). Ham 6041. [0994

DICKS

THE Vauxhall buyers.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [1298

ARLINGTON MOTOR Co., Ltd., main dealers, will purchase post-war Vauxhall cars.—Tel. Waltham Cross 2760. [0612

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Vauxhall from 1937 onwards.—Wembley 8691-2. [0674

CASH buyers of low-mileage Wyvern and Velox Vauxhalls, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0805

LAWSON PIGOTT MOTORS, Ltd., Vauxhall dealers, want modern Vauxhall cars.—320-2, King St., Hammersmith, W.6. Riverside 4111 and 4061. [5517

MODERN low-mileage Vauxhall 10, 12 and 14hp cars urgently wanted; write or call.—Golly's Garage, Ltd., 111a, Earl's Court Rd., S.W.5. Fro. 0063. [0479

URGENTLY required, post- and pre-war Vauxhalls; cash immediately.—Hamilton Motors (Ldn.), Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or tel. Paddington 0022. [0699

BROADWAY MOTOR Co. (main dealers) will purchase Vauxhall and other makes in really good condition; special arrangements for buying or selling on commission basis.—3-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494. [0622

Vauxhall Spares and Service

C.A.C.

CROYDON AUTOMOBILE COMPANY, Ltd.

VAUXHALL-BEDFORD rebuilt assemblies exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributors, etc., exchanged at 50% manufacturers' list price; radiator exchange service and all other repairs to your Vauxhall or Bedford at:—

BEDFORD House, 380-388, London Rd., Croydon. Tel. Thornton Heath 3276 (14 lines). [0205

BROADWAY MOTOR Co.

WE specialise in service replacement units for Vauxhall 10, 12 and 14hp, etc.

GEAR boxes, differential units, front suspension units, engines, large stocks of Vauxhall spares.

BROADWAY MOTOR Co., 3-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494-5-6. Stores: Liberty 6368. 'Grams: Autospare, Wimble, London. [0635

EGHAM MOTOR Co. for Vauxhall cars, spares and service.—Egham By-pass. Egham 131. [0196

FOR Vauxhall mudguards, running boards, 1933-9.—Brooks, 5 and 6, Frederick Place, Brighton, Brighton 21147. [0381

K.J. MOTORS, Ltd.—Replacement engines and vast stocks of all spares and accessories available for immediate delivery.—137-149, Widmore Rd., Bromley Kent. Rav. 3456-7-8-9. [0393

VETERAN CARS

WELHAM, Veteran Car Specialist, Surbiton Hill Rd., Surbiton. Elmbridge 1873.—Buy and sell pre-1914.

VOLKSWAGEN

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. 2361.—Sole distributors for Great Britain. Sales, service and spares. [0373

Volkswagen Cars Wanted

VOLKSWAGEN wanted, in good condition.—Tel. Valentine 2098. [5317

CLARKE & SIMPSON wish to purchase the best examples.—73, 79, Cadogan Lane, Sloane Square, London, S.W.1. Tel. Sloane 4727. [0567

WILLYS

1939 Willys 16hp saloon.—Autowork, Ltd., Winchester. Tel. Winchester 4834/3406. [4814

WOLSELEY

E

EUSTACE WATKINS, Ltd., the London Wolseley distributors and official service station, offer the finest facilities when selling used cars.

1948 Wolseley 8hp saloon, black, brown upholstery, 18,000 miles, one owner.

ALSO other post-war Wolseley models available.

LOW mileage Wolseleys are scarce; should your model not be in stock put your name on our used cars register for early notification.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951) and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [1234

NEWNHAMS, Ltd.

1950 Wolseley 4/50 saloon, grey, low mileage, carefully used; £1,295.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [5429

RUSSELL MOTORS offer:—

1950 Wolseley 4/50 saloon de luxe, 6,000 miles, fitted heater.

THE above car subject to any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [3994

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

WOLSELEY

CAR MART, Ltd.

1950 Wolseley 6/80 saloon, heater, 12,000 miles; £1,425.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [5309

TOM GARNER, Ltd., offer:—

1950 Wolseley 6-80 saloon, grey with brown upholstery, 400 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [4840

PHILIP RICKARDS, Ltd., offer:—

1950 Wolseley 6-80 saloon, black, radio and heater, 8,370 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [4969

CHARLES RICKARDS, Ltd., offer:—

1950 (Aug.) Wolseley 6-80 saloon, black, 76 miles only since new, a rare opportunity to purchase a genuine unused car; £1,650.

ALSO a good selection of genuine low mileage car, offered with our 3 months' guarantee.

56, Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch). Pad. 1820. [4841

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1939 Wolseley 14, 39,000 miles, one owner since new; £675.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [5475

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:

1938 Wolseley 12 saloon, black; £450.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 5656 and 3658. [4220

1937 Wolseley 14 de luxe saloon, in very nice condition; £375.

ERIC HAYES, 22, Conduit Mews, Hyde Park, W.2. Tel. Paddington 0289. [5596

1946 Wolseley 18 saloon, black, recond. engine fitted recently; £750.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [5652

GORDON CARS (LONDON), Ltd.—1950 Wolseley 6/80 saloon, maroon.—Below.

GORDON CARS (LONDON), Ltd.—1949 Wolseley 4/50 saloon, black.—Below.

GORDON CARS (LONDON), Ltd.—1948 Wolseley 18hp saloon, black.

GORDON HOUSE, 373, Euston Rd., London, N.W.1. Euston 6611. [5338

1947 Wolseley 18, fitted radio, superb condition, taxed; £835; terms, exchanges.

WITHAMS MOTORS, Ltd., 18, Balham Hill, S.W.12. Battersea 3280/3769. [5480

1939 Wolseley 14 de luxe saloon, superb condition throughout, taxed, guaranteed; £595.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [4842

LIMOUSINE 1939 25hp Wolseley 7-str., not ex hire; £895.—Lawton-Goodman, 36, North Audley St., W.1. [4299

BEARTS of Kingston. Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston. Tel. 3348. [0083

1938 (June) Wolseley 14, £150 Eustace Watkins overhaul in Jan., 1951, recellulosed black, taxed; £425.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow, Potter Street 121. [5001

1950 (July) Wolseley 4/50 saloon, black, heater, 9,300 miles.—Ernest Sutton. Tel. Rogate 4 (trade only). [5435

1950 Wolseley 6/80 saloon, 8,000 miles; £1,475.—C. A. Pete, Ltd., 42, North Audley St., W.1. May. 3051. [5454

OCT. 1946 18-85 Wolseley saloon, black/brown leather Dunlopillo upholstery, excellent mechanical condition, spotless throughout.

WINDOVERS, Ltd., 33, Sloane St., S.W.1. Sloane 6970. [5319

1939 Wolseley 14hp saloon de luxe, excellent condition; £595.—Brown's Garage, Loughton (Essex) 4119 (Tube) [4991

1936 Wolseley 10 saloon, guaranteed; £225; payments.—Oldfield, 386, Kensington High St., W.14. Western 6631. [5668

TANKARD & SMITH, Ltd., offer 1947 Wolseley 10 saloon, excellent condition; £795.—226/232, High Rd., N.15. Stamford Hill 3291. [5399

1936 (1937 type) Wolseley 16 saloon, guaranteed; £275; payments.—Oldfield, 386, Kensington High St., W.14. Western 6631. [4228

1938 Wolseley 21hp saloon, very sound; £425.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [4852

1950 (Aug.) Wolseley 6-80, black, brown leather, loose covers, 6,500 miles, as new; £1,450.—Bailey. Tel. Thanet 41915 after 6 p.m. [4722

BRUTONS, Ltd.—Wolseley Hornet coupe, maroon, taxed, good condition; £95.—13-14, Osten Mews, Emperor's Gate, S.W.7. Western 1242. [5642

1948 Wolseley 8 saloon de luxe, in excellent order; £695.—S. Bowen & Son, Hillside Garage, Edgware. Tel. Edgware 4464-5. [5545

1950 (September) Wolseley 4-50 saloon, genuine 2,000 miles; trade enquiries welcomed.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. [5445

1938 Wolseley 12 de luxe saloon, black, brown hide, very clean and in excellent mechanical order; £455.—King's Motors, 1, High St., Hounslow. Tel. 3532. [5404

1950 (August) Wolseley 6/80 saloon, black, radio, heater, loose covers, Rimbellishers, 8,100 miles.—Ernest Sutton. Tel. Rogate 4 (trade only). [5434

£295.—1936 14hp Wolseley saloon, excellent condition.—Le Grice Elers, Ltd., 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [5620

TANKARD & SMITH, Ltd., offer 1950 Wolseley Six-Eighty saloon, radio, heater, one owner only, low mileage; £1,425.—226/232, High Rd., N.15. Stamford Hill 3291. [5400

WOLSELEY

1950 Wolseley 6/80 saloon, first registered 18.7.50, finished in black with brown leather upholstery, 6,300 miles, fitted radio and heater, in first-class condition.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [5320

WOLSELEY 14 saloon, completely reconditioned throughout, black with green leather; £460.—Reeves Motors, Grand Parade, Forty Lane, Wembley. Arnold 3004. [4541

1949 Wolseley 6/80 saloon, maroon, taxed, one owner, 13,000 miles, as new; £1,375.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431/2. [4303

ARCHIE SIMONS & Co., Ltd.—1939 Wolseley 12 saloon, black, reconditioned engine just fitted, immaculate throughout; £445.—94, Gt. Portland St., W.1. Lan. 1343. [5077

1946 Wolseley 14-60 black saloon, mileage 39,500, one owner, wireless, perfect tyres, immaculate condition.—Offers to Harrison, 26, Westley Rd., Bury St. Edmunds. Tel. 207. [4702

£485.—1939 Wolseley 10 saloon, black with brown leather upholstery, good condition throughout; terms and exchanges.—G. S. Hall, 302, King St., W.6. Riverside 2881. [5013

1950 (Sept.) Wolseley 4/50 saloon, black, radio and heater, 8,000 miles, taxed year; £1,275; terms and exchanges.—Dalston Motors, 517, Kingsland Rd., Dalston, E.8. Clissold 4943. [5605

1938 (regd. 1939) Wolseley 14 saloon, fitted factory reconditioned engine at cost of over £90 (not run since), excellent condition; £450; 3 months' guarantee; terms, exchanges.

LAWSON PIGOTT MOTORS, Ltd. (Vauxhall Dealers), 320, King St., Hammersmith, W.6. Tel. Riverside 4111, and 186, East Barnet Rd., New Barnet. Barnet 6044 and 2353. [5516

WALTER SCOTT, Ltd.—1937 Wolseley 14 saloon, dark blue, carefully used, excellent condition; £395; terms and exchanges.—39, College Crescent, Hampstead, N.W.3 (Finchley Road Tube). Pri. 5914. [2978

1939 Wolseley 18 saloon, black with brown leather, 11,000 miles since reconditioned engine fitted, excellent condition.—Shaw Motors, Ltd., 668-678, Garratt Lane, London, S.W.17. Wim. 3031-2. [9038

£595.—1939 Wolseley 25 saloon, black with brown leather upholstery, one owner, in original condition, small mileage, stored many years, terms and exchanges.—G. S. Hall, 302, King St., W.6. Riverside 2881. [4006

1950 (June) 4/50 Wolseley saloon, in black, guaranteed mileage 6,000-odd, absolutely unmarked inside and out, spare wheel unused; accept £1,350.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [1571

1946 Wolseley 18, black, brown leather, just been reconditioned throughout, immaculate; £795.—Acres Autos, Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4 (2 minutes from Clapham North Underground). Tel. Macaulay 2211 and 2212. [4010

885 gns.—1948 (November) Wolseley 18/85 de luxe sun saloon, black, brown hide upholstery, mileage 21,000 only; £10 tax; finest Wolseley ever offered by us; deposit £310.—George Clarke (Motors), Ltd., 278, Brixton Hill, S.W.2. Tulse Hill 3211. [6337

AN outstanding example of a British quality car.—25hp Wolseley saloon, in really remarkable condition, engine just completely rebuilt and now being installed, first licensed 1936 but equal to most 1946 cars, ideal family car or high class hire work, any trial; £425; exchanges or terms.

MARBLE ARCH MOTOR SUPPLIES, Ltd., Lower High St., Watford, Herts. Tel. Watford 4491. [4588

A & S Limousines 1939 21hp 7-passenger, partition, leather throughout, exceptional condition, economical, from £725. Seen:—

ALPE & SAUNDERS (100 Limousines: Lists posted) Providence Court, Grosvenor Square. Mayfair-2941. [4963

Wolseley 4/50 Cars Wanted

C

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THE CAR MART, Ltd., wish to purchase Wolseley Four-Fifty cars.—320, Euston Rd., N.W.1. Eus. 1212.

Wolseley 6/80 Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Wolseley Six-Eighty cars.—150, Park Lane, W.1. Gro. 3434.

WOLSELEY 6/80 saloon required.—Turnbull, Ross House, Station Hill, Winchester. [4822

Wolseley Cars Wanted

R

S

ROWLAND SMITH'S, the Wolseley buyers.—Hampstead High St (Hampstead Tube). Ham. 6041.

E

EUSTACE WATKINS, Ltd., as sole London Wolseley distributor with the largest Wolseley clientele, are the best market for used Wolseley cars.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [5963

ALMOST new Wolseley required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0857

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Wolseley from 1937 onwards.—Wembley 8691-2

CASH buyers of low-mileage Wolseley 8s, 12/48, 14/60, 4/50; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0806

7-Seater Limousines 25hp-Series Three. Details please. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [6273

BLAKES, Wolseley distributors, will purchase any non-Covenant Wolseley car.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7737

CLARKE & SIMPSON wish to purchase the best examples from 1938 onwards.—73, 79, Cadogan Lane, Sloane Square London, S.W.1. Tel. Sloane 4727. [0566

Wolseley Cars Wanted

APPROACH us first before disposing of your Wolseley car.—Tankard & Smith, Ltd., 226-232, High Rd., N.15. Stamford Hill 3291-2-3. [5613

Wolseley Spares and Service

WOLSELEY spares and repairs.—Ramsay Motors, Ltd., 242-248, High St. Barnet 3240. [0707

FOR Wolseley service consult the Wolseley specialists.—W. T. Mason & Co., 2, Ley St., Ilford. (Tel. Ilford 0961.) [0473

LARGEST and quickest spares service in the south of England.—Hewens Garage, Ltd., Reading. Tel. 4436. [0207

FOR Wolseley mudguards, running boards, 1935-46.—Brooks, 5 and 6, Frederick Place, Brighton. Brighton 21147. [0586

1939 Wolseley 25hp series 3 7-seater limousine.—R. Hardy & Son, 55, Marylebone High St., W.1. Tel. Welbeck 1101-3. [0516

R. HARDY & SON, 55, Marylebone High St., W.1. Welbeck 1101.—Spares, reconditioned units, service and repairs for all Wolseley 1937-1951 models. [0516

EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3 (Flaxman 8181), for Wolseley service; complete overhauls, coachwork and reconditioned engines. [0277

BROCKHURST GARAGE.—Harrow agents for Wolseley sales, service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0209

MISCELLANEOUS CARS

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire-purchase specialists!

200 cars under £400, drive away immediately on our Atomic-on-the-spot-hire purchase system; no fuss, no formalities, no enquiries; every car plainly marked with price and year; top price in part exchange for good vans and motor cycles.

RAYMOND WAY, Canterbury Rd., Kilburn (150 yds Kilburn Park Station, Bakerloo Line), Maida Vale 6044 (10 lines). Hours 9 a.m. to 7 p.m. (week-days).

ROBBINS, 98, Upper Richmond Rd., Putney, always sell good cars; send for list; established 20 years.

AUCTION sales of motor vehicles and accessories are conducted on the first Friday of every month by T. Bannister & Co., Market Place, Haywards Heath.

DETAILED advertisement will appear in this paper prior to sale. Entry forms and full particulars of the auctioneers. (Tel. 607.) [0299

LARGEST stock of superior small h.p. cars in the Midlands at prices from £95-£450.—Midland Motor Co., Traffic St. (Island), Derby. (1 minute bus station.) Tel. 2349. Open week-ends. [1346

"THE Autocar Handbook: A Complete Guide to the Modern Car." Twentieth Edition. The completely revised edition of this popular handbook for the non-technical reader explains in detail, with an abundance of clearly drawn illustrations, the mechanism of the modern car. Details of components of older-type cars are also described in full. Size 7½in.×5in. 242 pages, over 280 illustrations. Price 5/- net. By post 5/4 from all booksellers or The Publishing Dept., Dorset House, Stamford St., London, S.E.1.

Miscellaneous Cars Wanted

R

S

ROWLAND SMITH'S, the car buyers.—Hampstead (Hampstead Tube). Open 9-7 week-days, Saturdays. Hampstead 6041 (10 lines). [0996

BROADWAY MOTOR Co. want really good, low hp. pre-war or post-war cars; spot cash or sell on commission.—3-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494. [0623

RAYMOND WAY, the hire-purchase specialists, are still buying cars of all types, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0873

A CASH offer on the spot for cars, motor cycles, lorries, any make or model; exchs.; h.p. a/cs settled.—Write, 'phone or call, Pride & Clarke, Ltd., Stockwell Rd., S.W.9. Brixton 6251, ext. 150. [0754

NAYLOR & ROOT, Ltd., are cash buyers of Austin 10, Fiat, Ford, Hillman, M.G., Standard, Triumph, Singer, Vauxhall and Wolseley.—25, East Hill, Clapham Junction, S.W.18. Battersea 5272. Open 9-6 p.m. each week-day including Saturday. [0587

MOTOR HEARSES

A & S Offer Britain's highest quality Hearses—Certified mechanically—Inspection invited. Below.

AUSTIN Sheerline, Humber Phase-III six bearer 5-door streamlined Coachwork, lavishly exclusive equipment.

DAIMLER Straight-8 chassis (certified mechanically) magnificent 1951 Bearer streamlined Coachwork lavishly equipped. £1495.

FORD V.8/30hp 1937 Bearer Hearse, seating six adjustable bier table. £775. Also

ROLLS-ROYCE 30hp Silver Wraith (Deluxe Deck Coachwork) extensive exclusive equipment, reasonable cost. Alpe & Saunders (The Funeral Trade Coachbuilders) Providence Court Grosvenor Square. Mayfair-2941. [4965

MOBILE CANTEENS, KITCHENS, ETC.

MOBILE shops, kiosks, vehicles and trailers, new and used.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [8559

MOTOR CYCLES FOR SALE

RAYMOND WAY.

A 100 new motor cycles all makes in stock for immediate delivery, also a selection of second-hand solos and combinations, cars taken in exchanges.—Raymond Way, the hire-purchase specialists, Kilburn Bridge, N.W.6. Maida Vale 6044 (10 lines). [0830

S. A. COLES, Ltd.—England's leading motor cycle specialists, offer a large selection of new models for immediate delivery; exchanges, hire purchase; everything for the motor cyclist.—364-368, High Rd., Leyton, E.10. [0341

AMBULANCES

NEW and used; large selection.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [8558

TAXICABS

1935 model taxicab, in exceptionally fine order, ideal as private car, taxed; £125.—Box 5995. [5535

This section closes for press at 10.0 a.m. on Fridays

COMMERCIAL VEHICLES

COACHCRAFT offer:—

1946 Austin 5-ton l.w.b. lorry, very good running order, £500; terms and exchanges.
COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [5404

GUY ALFREDS offer:—

1951 Bedford 30cwt truck, 55 miles only, licensed, as new.
1950 Ford 10cwt gown van, negligible mileage, practically new.
1950 Ford 5cwt van, negligible mileage.
1948 Austin 25cwt 3-way, low mileage, unwritten.
1949 Ford 10cwt open builder's pick-up, low mileage.
1945 Ford 10cwt van, fine order.
1950 Ford 10cwt, negligible mileage.
GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [3996

PALMERS MOTORS, Ltd., offer:—

1948 Morris 10cwt van; £495.
1946 Fordson 10cwt van; £350.
1947 Austin 10cwt van; £385.
TERMS and exchanges.—43, York St., Twickenham. Popesgrove 1890. [3986

MEBES & MEBES, Ltd. (Est. 1895), offer:—

1948 (Nov.) Bradford 10cwt van, grey, plain sides, small mileage, one owner, taxed; £435.—The Broadway, Mill Hill, N.W.7. Tel. Mill 2040. [4709

READ BROS. MOTOR CO. (LONDON), Ltd., offer:—

1947 Ford 10cwt van, finished maroon, immaculate, £445; 1947 Bradford 10cwt van, 17,000 miles, grey green, £395; 1949 Austin A40 gown van, deep blue, £595; 1949 Trojan 15cwt van, unwritten, finished green, £365.
MANY others, terms, exchanges.—56, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1604. [4642

HILLMAN 10 utilities, ex-W.D., choice of six; from £845, below.
1948 Ford 10 van, good condition throughout; £365; terms, exchanges.
WITHAMS MOTORS, Ltd., 18, Balham Hill, S.W.12. Battersea 3280/5769. [5479

1950 Morris 10cwt J-type van, 14,000 miles, perfect condition.
LYNE, FRANK & WAGSTAFF, Ltd., 3-5, Crouch End Hill, N.8. Mountview 4401. [5154

AUSTIN A40 pick-up, small mileage.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [1518

1949 Bradford van, one owner, excellent condition throughout, taxed, guaranteed; £475.
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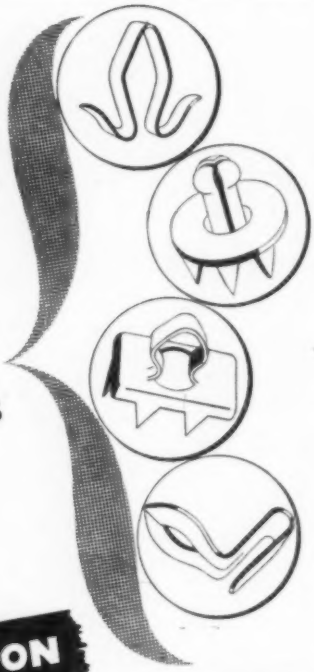

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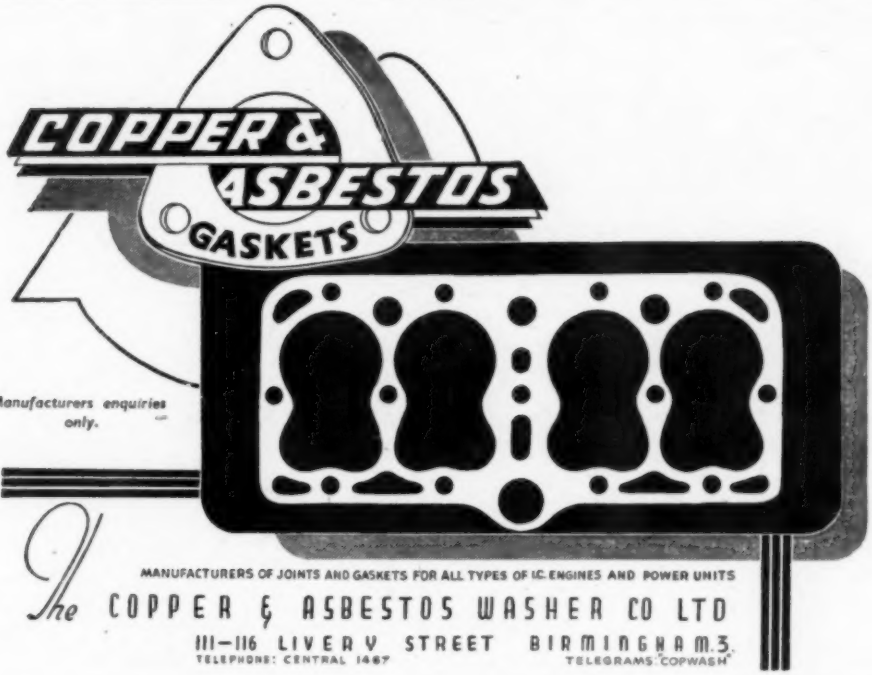

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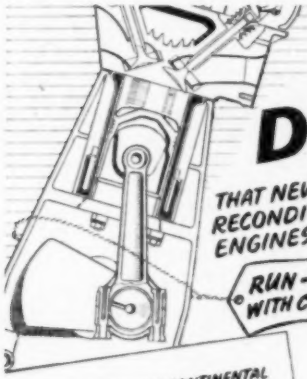

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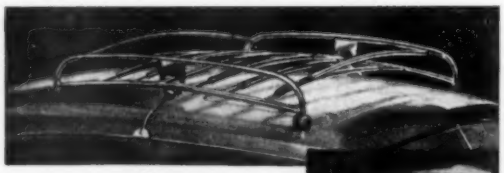

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INDEX TO ADVERTISEMENTS

PAGE

ACHESON COLLOIDS, LTD. 177
A.F.N., Ltd. ..... Edit. 1124
Aiscot Motors, Ltd. 174
Armstrong-Siddeley Motors, Ltd. 121
Automotive Parts & Accessories 104
Autocar (Production), Ltd. 100
Avon India Rubber Co., Ltd. 112

BAILEY, ERNEST, LTD. 173
B.B. Chemical Co., Ltd. 126
Beart's of Kingston ..... Edit. 1123
Bennett, E. 173
Berkeley Coachwork, Ltd. 109
Blake, J. & Co., Ltd. ..... Edit. 1123
Blanchflower (Kettering), Ltd. 108
Brew Bros., Ltd. 132
British Tyre & Rubber Co., Ltd. 130
Brown, Gerry, Motors, Ltd. 172
Browning, Francis, Ltd. 133
Browns Garage 134
B.U. Supplies & Machinery Co., Ltd. 109

CAMDEN MOTORS, LTD. 131
Carmo Car Centre 132
Carr Fastener Co., Ltd. 174
Castle's Unit Development, Ltd. 100
Clayton Wright, Howard, Ltd. 173
C.M.I. Products, Ltd. 128
Collier & Collier, Ltd. 173
Conway Car Accessories, Ltd. 110
Cooden Engineering Co. 135
Copper & Asbestos Washer Co., Ltd. 175
Corylon, J., Ltd. ..... Edit. 1124

DAVIS, GODFREY, LTD. 133
Dominion Motor Spirit Co., Ltd. 125
Dunlop Rubber Co., Ltd. 120

ECCLES (BIRMINGHAM), LTD. 178
Edwards, Lawrence & Co. 175
Elite Motors (Tooting), Ltd. 135
Esso Petroleum Co., Ltd. 129
Exersure Accessories, Ltd. 130

FAIRLEY, JAMES, & SONS, LTD. 172
Fenter, Ltd. 106
Fina Petroleum Products, Ltd. 118
Fletcher Miller, Ltd. 172
Ford Motor Company, Ltd. ..... Front Cover
Ford Motor Company, Ltd. (Supplement) ..... See Index Page 70

PAGE

GALWAY, ROY, LTD. 180
Gamage, A. W., Ltd. 176
Garston, Robert, Ltd. 172
General Electric Co., Ltd. 172, 173
Girling, Ltd. ..... Cover II
Glanfield Lawrence, Ltd. 135
Gordon Tools, Ltd. 111
Grose, James, Ltd. 102

HALFORD CYCLE CO., LTD. 174
Headen, A. E. 172
Henlys, Ltd. 186
Henleys Tyre & Rubber Co., Ltd. 97
Hillier Engineering Co. 173
Holt, Douglas (Est. 1919), Ltd. 129
Hunter, B. J., Ltd. 133

ILIFFE & SONS, LTD. 176
Intalok, Ltd. 177
Invincible Policies, Ltd. 174

JAGUAR CARS, LTD. 119
Jenks Bros., Ltd. 104
Johnson, S. C., & Son 101

KILNHURST PRECAST STONE CO. 172

LAMBS, LTD. 134
Lane Accessories 175
Lea-Francis Cars, Ltd. 113
Leicester Caravan Centre 104
Leytonia Radio 172
London Caravan Co., Ltd. 110

MARTIN, WALTER, LTD. 126
Mayfair Garages, Ltd. 135
McKinnon Motors, Ltd. 134
Measham Motor Sales Organisation 103
Michelin Tyre Co., Ltd. 122
Millers Car Equipment 174
Montroe Motors 133
Morris, S., & Co., Ltd. 134

NAYLOR & ROOT, LTD. 132
Neo Electrical Industries, Ltd 172
Newman, George, & Co. 133
Newnhams, Ltd. 134
Newton & Bennett, Ltd. ..... Cover III
Norman, C. G., & Co. 175
Notek Electric Co., Ltd. 128
Nuffield Organization 123

PAGE

PARKERS, LTD. 128
Parr Equipment Co. 178
Pelham, A. 172
Perry, W. Harold, Ltd. 133
Powell, R. P. (Motors), Ltd. 128
Power Jacks, Ltd. ..... Cover III
Premier Motor Policies, Ltd. 172
Price, D. W., & Son, Ltd. 172
Pride & Clarke, Ltd. 132
Pyrene Co., Ltd., The 107

REGENCY COVERS 108
Richfield, Thos., & Sons, Ltd. 102
Robin Hood Garage (Anerley), Ltd. 107
Robinson, L., & Co. (Gillingham), Ltd. 160
Rollet & Co., H. 172
Rolls-Royce, Ltd. 116, 117
Romac Industries, Ltd. 109
Ronak, Ltd. 106
Rootes, Ltd. 102
Rowland Smith (Motors), Ltd. 135
Runbaken Electrical Products 172
Rye, Claude, Ltd. 108

SALTER, GEO., & CO., LTD. 99
Schrader's, A., Son 157
Scott, Walter, Ltd. 134
Singer Motors, Ltd. 105
Smith, S. G. (Motors), Ltd. 132
Solex, Ltd. 115
South Eastern Battery & Electrical Co. 172
Standard & Triumph Sales, Ltd. 176
Steele Griffiths & Co., Ltd. 135

TANKARD & SMITH, LTD. 135
Terry, Herbert, & Sons, Ltd. 124
Thompsons Motor Pressings, Ltd., John 98
Trinity Cars, Ltd. 134
Tudor Accessories, Ltd. 98
Turner, William (Kismet), Ltd. 111

VACUUM OIL CO., LTD. 114
Valay Industries, Ltd. 110

WELFIT MANUFACTURING CO., LTD. 176
Wilmot Breeden, Ltd. ..... Cover IV
Wimbush, R. C., Ltd. 135
Wingard (M.A.), Ltd. 130

YEOMANS, J. H., & SONS, LTD. 172

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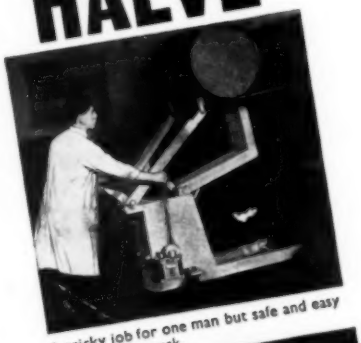

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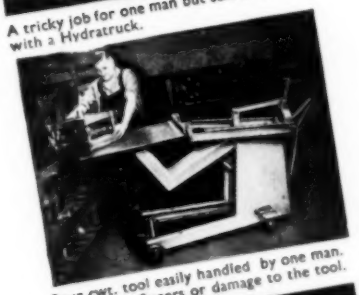

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